

PACIFIC MOTOR BOAT

JUNE 1952

35 Cents

Magazine of Boating and Yachting



OPENING DAY, 1952 — STYLE — This picture was taken early in the procession that passed Commodore R. Philip Smith's Review Sloop, GOSSIP. This Seattle Yacht Club-sponsored event drew 828 boats from Washington and British Columbia cities. The large diesel yachts led the parade, then the sailers such as you see here, then the power boats. They passed in review for two hours and eight minutes. Story on page 15.

Be Sure and Read - -

**"Who Stands to Win
The 1952 Gold Cup"**

— Page 20

Cruiser by...

RICHARDSON

Power by...

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Here comes the 35 ft. Sedan Cruiser—big, luxurious member of the 1952 line of Richardson Cruisers. To give owners the "last word" in reliable, economical power, these modern cruisers are currently being produced with twin 145 horsepower Nordberg KNIGHT Gasoline Marine Engines as standard equipment.

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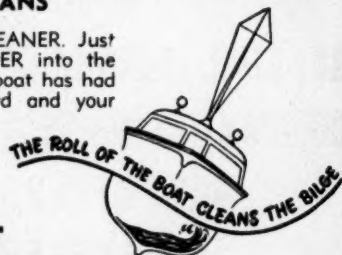
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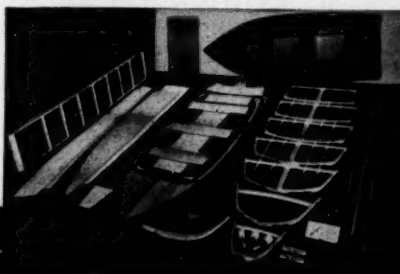


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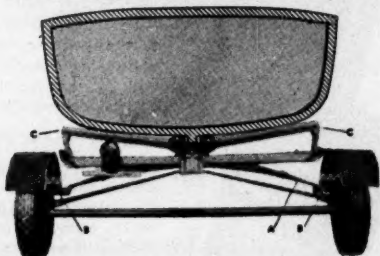
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T.S.
Crawford

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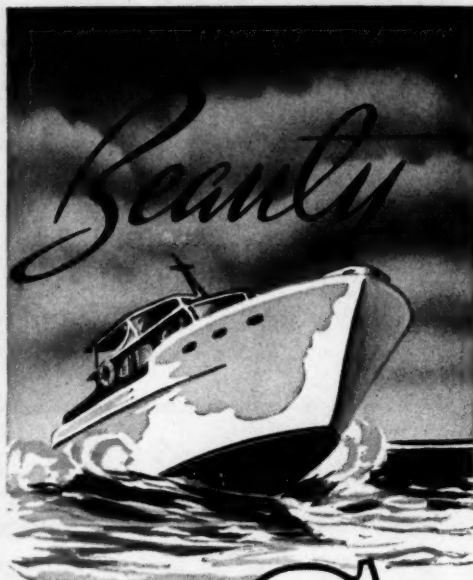
Buy the finest!—a Chris-Craft! Whether your boat is a runabout, cruiser or yacht, dependable Chris-Craft Marine Engines meet your needs. Ask your marine dealer, boat yard or boat builder for data, or write for **FREE** catalog.

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Magazine of Boating and Yachting

A MILLER FREEMAN PUBLICATION

JUNE, 1952

Vol. 44

No. 7



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Cover picture by Ken Ollar

When You Hold Your Next Regatta...

The Coast Guard seeks your co-operation in a matter that is of great importance to the boating public: the protection of life on navigable waters during regattas and marine parades.

You know, of course, that it is a duty of the Coast Guard to enforce the regulations under which such events are held. But, unfortunately, the boating public is not so well informed. The result often leads to keen disappointment on the part of yacht clubs, boating associations and other groups which wish to sponsor marine events. Many of them are not aware that their plans must be submitted in advance and approved by the Coast Guard before the event can take place.

It is my earnest hope that your valuable publication will assist in educating the boating public with respect to regattas and marine parades. I believe this purpose would be accomplished if the essential parts of the regulations could be brought to the attention of your readers before the summer boating season arrives. Here are the basic requirements:

Organizations planning to hold marine regattas or marine parades, which by their nature, circumstances, or location will introduce extra or unusual hazards to the safety of life on navigable waters shall submit detailed plans of such marine regattas or parades to the Commander of the Coast Guard District in which it is planned to hold them. Plans shall include the following:

- (1) Name and address of organization.
- (2) Nature and purpose of event.
- (3) Information as to general public interest.
- (4) Estimated number and types of watercraft participating.
- (5) Estimated number and types of spectator watercraft.
- (6) A time schedule and description of events.
- (7) A section of chart or scale drawing showing the boundaries of the event, various water courses or areas to be utilized by participants, officials, and spectator craft.

Plans shall be submitted no less than 15 days prior to the start of a marine regatta or parade unless the event is of such a nature as to involve

(Continued to Page 38)

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★ ★ ★

The Yacht Centre marine dock is located in Cerritos Channel, East Basin, at Berth 204. You also will find Union Oil marine docks located in other convenient Pacific Coast harbors from Alaska to Panama. Next time, tie up at the sign of the orange-and-blue 76.

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Deck



Ladder



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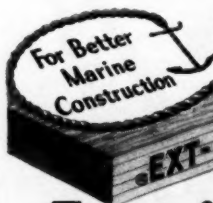
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Remember! Use only Exterior plywood with completely waterproof "marine" bond; the EXT-DFPA® grade-trademark is positive identification. Select the right grade for each use; included are panels of special ply-construction to meet extreme requirements such as hull planking of cruising, racing, commercial boats, etc.

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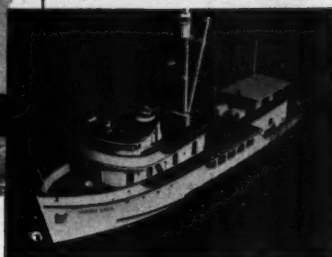
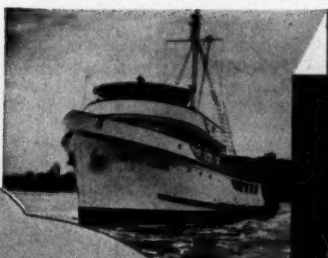
Douglas Fir

Plywood

**New Sister Ships
of the**



powered by SUPERIOR DIESELS



These two clippers, now fishing with the West Coast tuna fleet, were built by the J. M. Martinac Shipbuilding Corporation at Tacoma, Wash.

They were designed by J. M. Martinac, Sr., and constructed under the direction of J. M. Martinac, Jr. Each boat is 118' x 26' x 13'6" with cargo space for approximately 240 tons of frozen tuna.

Both the "Royal Pacific" and the "Mona Lisa" are powered by Superior Diesels, long established among tuna boat owners and Masters as dependable engines, economical

to operate and maintain.

The addition of these two new clippers brings the total of Superior and Atlas Diesel horsepower in the Pacific tuna fleets to a more dominant position in the field where they've been leaders for so long.

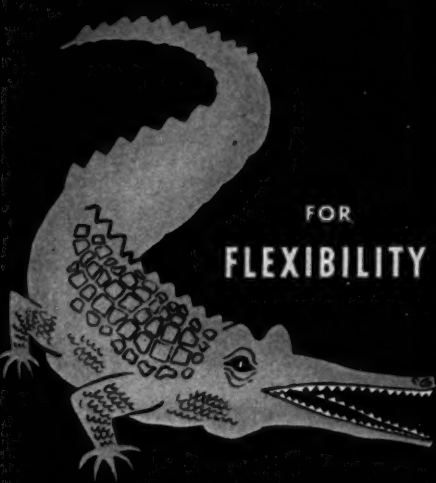
It's easy to check up on the performance of Atlas and Superior Diesels in fishing boat service because there are so many of them in operation. Ask any Master or write for a list of users—we'll send you new marine engine bulletins at the same time.



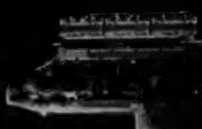
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100*	110	3000	320		1,237.00
6-330*	140	3200	339		1,442.00
150	185	3000	447		2,673.00
160	175	2400	548		3,106.00
170	200	2400	611		3,278.00
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SPECIAL HIGH SPEED

4-60	60	3400	134		\$ 670.00
6-95*	95	3000	230		929.00
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8500*	84	2600	298		3,061.00
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Optional reduction gear ratios available for all models.
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The patented *anti-slip* sole slits—hundreds of 'em—wipe wet, risky footing safe and dry. And there's nothing like these soles for pliant, easy walking. Look around—see how many top yachtsmen wear Top-Siders!



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Handsome in looks—comfortable and sturdy to stand on; with stiff shock arch supports, cork midsoles, wedge heels, cushioned insoles. White duck, jeans or faded blue denim. Men's, 4 to 13. Women's, 3 to 10. **9.50**



NEW! Leather Oxfords

Beautiful dress-weight, white or brown elkskin is shaped to firm shoe construction with rigid-support wedge heels, insulating cork midsoles. Safe footing on deck, at the club, or with professional "whites." Women's, narrow, 5 to 11; medium, 4 to 10. Men's, narrow or medium, 6 to 13. **13.95**

MOCCASINS

Cool, light, ultra-flexible for quick action. Hand-sewn of pliant water-resistant elk leather for rugged durability. White in men's, 6 to 13, wide. Women's, 4 to 9, narrow. Brown; narrow or wide. Men's, 6 to 13; women's, 4 to 9.

Brown, 15.95 White, 16.50

(NOT ILLUSTRATED)

PILOT BOOTS slip over your shoes for feather-light protection. Roll to stow.

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Short, 11.75

Storm King, 13.50

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The Lucky Bag ODDS 'N' ENDS OF SEA TALK

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HOW'S YOUR N. L. Q.?
Collision mats—waffles
Sandpaper the anchor—to do unnecessary work
Sea dust—salt
New RPM Motor Oil—the motor oil that doubles engine life, the time between major overhauls due to lubrication.

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SKIPPER SEZ—Nothing jars my compass more than a lubber who lays on his oars when he's aboard my boat. Guests should *know* enough to lend a hand to the regular crew without being asked. Maybe you've had the same troubles at one time or other.

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A quick, low cost way to print your "Sally Ann's" name... either on the boat proper, her dinghy, your wharf locker, etc... is with decalomania letters. They come in all sizes and styles... and in gilt and color. When the job's finished, give it a light coat of varnish, and it'll last 'til Tom Pepper stops spinning yarns.

A good way to add extra life to new canvas and duck is by applying Standard Waterproofing Compound. Cream-colored, it goes on easily by brushing, dipping, or spraying, and penetrates deep into the fibres, keeping the fabric waterproof and weather resistant. You'll find it's excellent on tarps, bags, deck coverings—any new canvas or duck.



Come aboard next month. We'll be sailing around Northern Vancouver Island, and I'll have some more ship-shapin' tips for you. Wish you'd cruise in soon to one of the 273 Standard Marine Stations, conveniently located from Mexico to Alaska.

Skipper

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RPM GREASES RPM OUTBOARD MOTOR OIL RPM OUTBOARD SEAT LUBRICANT

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"Mara" and "Moonbeam" Take Ensenada

Tremendous 138-Boat Fleet Sets Record For Fifth Annual N.O.S.A. Event

The biggest single International Yacht race in history—the Newport Ocean Sailing Association's annual race from Newport to Ensenada, Mexico—started on a day that appeared to be made to order. It was bright and sunny and the sky over all of Southern California was a deep and dazzling blue. A westerly started making up early in the morning, flecking the surface of Newport-Balboa Bay and firing the spirits of skippers and crews with a consuming desire to get the sails up and be under way.

The procession from moorings and anchorages within the bay to the starting area just off shore started at 10:30 in the morning, an hour and a half before the start. While the sea-going craft entering the race cruised down the bay, crews checked spinners, shouted from boat to boat, waived to spectators lining the shore. By 11:00 the entrance to the large bay was jammed with schooners, ketches, yawls, cutters and sloops. As the boats popped from the narrow confines of the jetties, mains'ls climbed slowly up the long masts, jibs were broken out and the boats started working along the mile-long starting line for the beginning of largest and most spectacular yacht race in history.

As the fleet jammed in along the line and noon starting time approached, a thin, burning haze drifted in on the light westerly wind. The large, heavy craft moved forward only with considerable difficulty, while the lighter boats, flying big heads'ls and worked by crews used to light going glided easily toward the line on a board reach. Looking inshore along the line from our windward position aboard the 44-foot sloop, *Bagatelle*, we could see nothing but an unending curtain of sails as the expansive armada drifted down on the line.

Over our radio we picked up time signals from Paul Whittier's big cruiser, *Paolope*, official committee boat for the race. At exactly 12:00 noon *Paolope*'s big horn let out a wavering blast and the race to Ensenada was officially underway.

At our windward position we found little difficulty in cutting off our fair share of the seven-mile wind. Walter Trepte's yawl, *Evening Star*, Dr. Chet Nugent's *Debra*, Wes Smith's beauti-

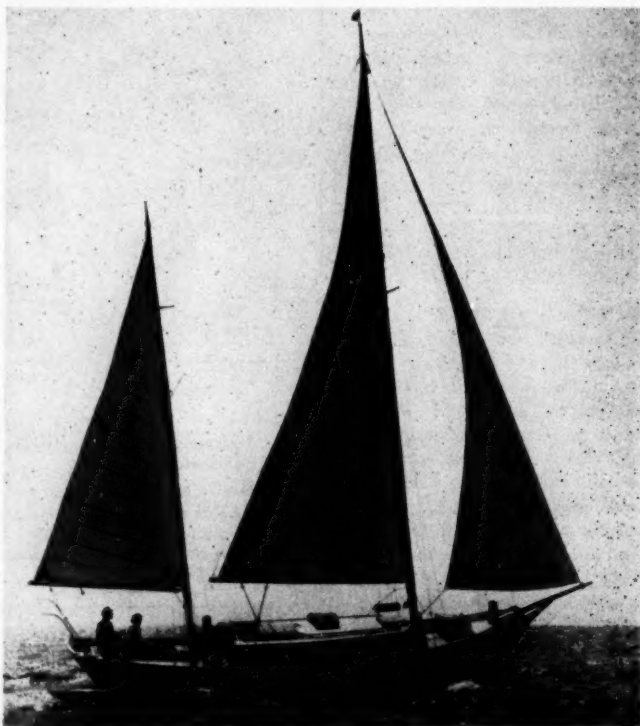
ful 12-meter sloop, *Soliloquy*, Commodore Prent Fulmor's *Staghound* and Lew Whitney's *Atorrante* fell in behind us. The Kenyon read slightly under four knots.

In twenty minutes it was obvious that at least the first leg of the 135-mile down-wind race was going to be cornered by those boats who cleared their wind at the start and who could move well in light airs. While fifteen or twenty of the Ocean Racing Rule boats starting at the seaward portion of the line reached off nicely in a southeasterly direction in the gradually freshening wind, those boats to leeward appeared to remain almost motionless, their masts standing bolt upright in search of the wind that was forcing us farther away from most of the fleet.

The almost immediate dispersal of this huge wind-borne flotilla has nev-

er failed to amaze those who take part in the race. In that it is normally a down-wind run all the way, there is little chance to swing more than ten degrees off the rumb line course and hope to wind up in the money at Ensenada. Yet, in spite of this, we soon noticed that boats were scattered from horizon to horizon and few could be identified without the use of glasses.

An hour after the start we were rolling along very nicely at from five to six knots, our big genoa pulling superbly. To windward of us and moving slowly ahead of us was a line of tall rigs—the big yawls and sloops. With the glasses we could make out the *Evening Star*, *Soliloquy*, Ken Schmidt's ten meter sloop, *Hilaria*, Bob Miller's record holder, *Westward* and Chuck Ulman's *Legend*. A large number of the smaller Ocean Racing



Orin Thorkildsen's "Moonbeam" won the Arbitrary Handicap.

craft staggered off astern of us and to windward. To leeward of us and slightly ahead were two PCC sloops, Ed Vail's *Selene* and Gartz Gould's *Ballerina*.

Obviously leading the entire fleet was *Know How*, a sloop designed by Matt Walsh and sailed by Lowell and Seymour Wagner. She had popped from the tangle of boats at the center of the line and, sailing at a tremendous clip in that light wind, had run quickly into a commanding lead. We discovered later that it wasn't until nearly sunset that even the largest boats were able to catch and pass her.

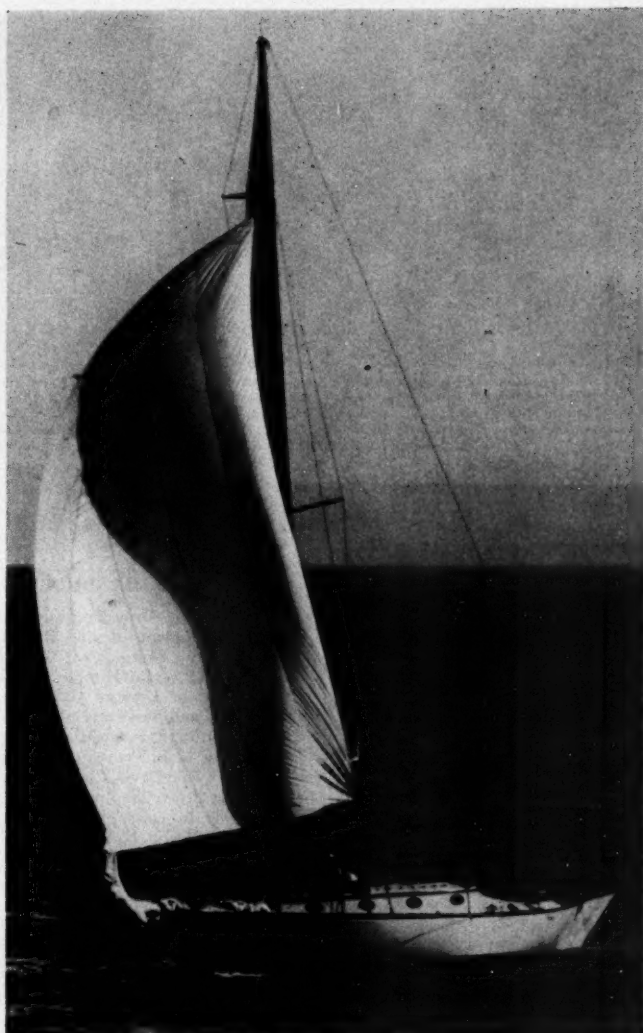
Another dark horse appeared off our stern just before dark. It was Bill Lear's 35-foot catamaran, *Lear Cat*. This boat, sailing under arbitrary rule, had been late to the start, had wiggled around the leeward end of the line and, completely blanketed by over 100 vessels, had worked through the entire fleet and was now working into the leaders of the Ocean Racing Rule division. All this without the benefit of a spinnaker—a sail which almost every boat in the race had been flying to good advantage for several hours!

As the sun dropped lower, those of us to leeward pulled abreast of the larger boats lining the horizon as they were let down by the dying wind. With the passing of daylight our wind sighed away to almost nothing. Then to us, too, fell the job of sailing without wind.

Throughout the night we alternately sailed and drifted, healed and slatted while the watches tumbled above and below at four hour intervals. We picked up the Coronado Islands, heard the roar of surf on the rocks, then slowly dropped the Islands and the lights of nearby San Diego astern. That the boats to sea had again picked up a bit of wind was obvious from the position of the glittering red running lights we could detect to sea of us.

With sun-up came a dense fog and a light wind. Before the fog completely engulfed us, we could see to our leeward the striped sail of the catamaran and to windward was Chuck Ulman's *Legend*. Then we were swallowed in the damp curtain that proved the undoing of so many navigators in the next few hours.

Over the radio came reports from boats in various parts of the fleet, some of them asking for "fixes," others looking for wind, many of them just curious about how others had done the night before. For those seeking navigational assistance, it became a matter of the blind leading the blind, for few boats, if any, knew exactly where they were. Relative positions were derived from a combination of



"Mara", belonging to Barney Huber, winner for the second time in the Ocean Racing Division.

guess work and hopes strung out in progression along courses approximating those indicated by compass readings. The result was that for most of the crucial morning hours the marine wave length took on the stature of guessing game punctuated by "I - think - I - see - you - through - the - fog - behind - me." If it is humorous in retrospect, it was tiringly weird during the race. We found the only solution was to turn off the radio and listen for surf along the coastline.

By nine in the morning Trepte's *Evening Star* had moved well into the vicinity of Ensenada and was trying to get a fix on the *Paolope* at the finish

line. For nearly three hours the *Evening Star* crew talked, listened and figured. A few minutes after noon, word came over the radio that Wes Smith's 12-meter sloop, *Soliloquy* had crossed the finish line while the *Evening Star*, having missed the line in the fog was tacking back up Ensenada Bay, still gingerly searching for the *Paolope*.

Others were in difficulty, too. Dick Steele's *Odyssey* reported that she had disqualified herself by drifting so close to the rocks that power had to be used to keep the boat from being wrecked. At the other extreme, *Hilaria*, *Galatea* and *Westward* were



A lot of hard sailing and good navigating is represented by the cups in the above pictures. Shown are, from left: Antonio J. Asnar, Secy. Navy, Mexico; Barney Huber of the "Mara" and President of Mexico Trophy; Orin Thorkildsen of "Moonbeam" and President of the United States Trophy; Adm. Wilder Baker, U.S.N., representative of the President of the United States. Right: Good wind, good navigating and good heads' work paid off for the "Soliloquy". Shown with the loot (First N.O.S.A. Skipper to Finish, First Single Mast Yacht to Finish, First Yacht to Finish) are Rod Johansen, skipper and Wesley D. Smith, owner.

having such a rip-snorting race in the fine, clear weather outside the fog bank that they didn't head for shore until they were 12 miles past Ensenada.

Those that stayed out to sea until good navigating told them they were off Ensenada found not only wind, but the finish line as well. To their happy lot went most of the trophies and the choicest anchorages in Ensenada Bay. To much of the rest of us went hours more of slatting in first a damp fog and then a blistering sun while the boats behind came rolling up to us ahead of a westerly wind.

A lot of boats had finished when the real victors put in an appearance. For the Arbitrary division came Orin Thorkildsen's beautiful cruising yawl, *Moonbeam*; then came Barney Huber's little double-ender, *Mara*, putting on a repeat performance of last year's victory in the Ocean Racing division.

A second sunset flooded the sky and still boats, both large and small, slid past the bow of the *Paolope* and across the finish line. Many hours later the last trophy winner reported in — George Buss' *Ethel* from the Southwestern Yacht Club. To the *Ethel* went the Newport Ocean Sailing Association Trophy for the last boat to finish — an award which, certainly in this instance, stood for a lot of determination and hard sailing.

The little town of Ensenada burst at the seams as it tried to accommodate the swarms of Ensenada Race enthusiasts who poured in by plane, car and boat. To the town's residents as well as the sailors themselves, winning or losing now meant next to nothing. The important thing was to be in Ensenada, to have a few days of hilarity and relaxation, to resail the race over a can of ale and figure out

how to set a fast course for next year's affair.

All but forgotten in the excitement

ARBITRARY HANDICAP

MOONBEAM, Orin Thorkildsen, Class B, President of the United States Trophy (Best correct time).

SEASHARP, John Kimble, Class C, Governor of Lower California Trophy (Second best corrected time excluding boats in class winning President of U. S. Trophy).

CONEJO, Ken Davis, Class A, City of Newport Beach Trophy (Best corrected time in class not receiving either President of U. S. Trophy or Governor of Lower California Trophy).

OCEAN RACING

MARA, Barney Huber, Class C, Miguel Aleman Trophy (Best corrected time).

EVENING STAR, Walter Trepte, Class A, Governor of California Trophy (Second best corrected time excluding boats in class winning Miguel Aleman Trophy).

LARK, Carl T. Long, Sr., Class B, City of Ensenada Trophy (Best corrected time in class not receiving Aleman or Governor of California Trophies).

New York Yacht Club Trophy for First Divided-Rig Yacht to Finish, *Evening Star*.

Secretary of Navy, Mexico, Trophy for First Single Masted Yacht to Finish, *Soliloquy*, Wes Smith.

N.O.S.A. Trophy for First Yacht to Finish, *Soliloquy*.

N.O.S.A. Trophy for First N.O.S.A. Owner to Finish, *Soliloquy*.

N.O.S.A. Trophy for First Heavy Displacement Boat, *Mara*.

of the race were the cruisers that were constantly on patrol around the fleet and who provided marine wave listeners with a running account of the event until the fog closed the fleet from view. Art Williams was back on the job with his *Harmony*; Lou Vier-eck, chairman of the patrol, was all over the ocean in *La Osa*. There was Pete Barrett's *Gypsy*, J. W. Wood's *Hi-Ball III*, H. Parks' *Katy*, R. T. V. Lindanger with his motor sailor, *Dev-shir*, Len Stater's *Naomi* and Paul Whittier's *Paolope*. It was a consolation to more than one of the fleet to know that these boats were scattered along the coast ready to render assistance if any was needed.

At the sumptuous barbecue put on for the yachtsmen by the residents of Ensenada, trophies were presented by a host of Mexican and American officials. One of the smallest yet most significant awards was a handsomely engraved memento given Cliff Chapman for the Herculean efforts expended by him in organizing this history-making race and keeping it rolling, without hitch, year after year.

Talking with Chapman, former president of the Newport Ocean Sailing Association, after the ceremonies, the comment was made that it looked like, numerically speaking, the saturation point had been about reached for the Ensenada Race. Chapman quickly replied that "there is practically no saturation point." He added that everyone that owns an ocean-going sailing craft is looking for a little racing and a lot of fun. "That," Chapman summarized, "is what we're in business for."

The following is a list of the winners of the Newport Ocean Sailing Association trophies for the Fifth Annual Newport Harbor to Ensenada Yacht Race.



Cruisers pass in review before the "Gossip".—PMB Photo

Opening Day Brings 'Em Out

PACIFIC MOTOR BOAT took up a point of vantage near the Commodore's Review Sloop "Gossip" so we could see what the entire Opening Day procession looks like to SYC's Commodore . . .

SEATTLE Yacht Clubs' 1952 Opening Day on May 3 was a beautiful spectacle and a resounding success.

Commodore R. Philip Smith saluted 824 boats as they paraded from Portage Bay, through the Lake Washington Ship Canal and into the Lake.

How big is a parade of 824? Numbers are mighty hard to conceive. Commodore Smith, after 1451 attention salutes to the passing boats, thinks 800 is the biggest number he

ever heard of. Probably the best way to visualize this immense marine parade spectacle is the fact that two, four, often six abreast for the greatest share of the procession, it took two hours and eight minutes for the boats to pass the Montlake Bridge.

There were so many participating boats from other yacht clubs that the mere calling of the event "Seattle's Opening Day" hardly expresses the spirit of this turnout, perhaps one of the biggest of its kind in the world. This visiting registry was the most gratifying of all developments and the SYC to a man was overjoyed with all the boats from Vancouver, B. C., Bremerton, Tacoma, Everett and from the other Seattle clubs.

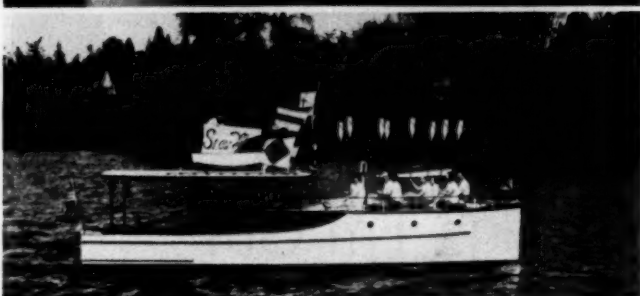
At least twenty million dollars worth of scrubbed-up, decorated, sleek hulls passed the Review Ship *Gossip*, Commodore Smith's entry in the 1951 Honolulu race.

In addition to all the boats in the parade there were many that went through the canal early and took up observer positions. Our eyes quickly counted more than 80 unofficial craft waiting to receive the boats in the line of parade. Other uncountable scores were already cruising, sailing—and outboarding—on the Lake.

Life isn't all a bowl of cherries for the Commodore on Opening Day. Boats were long assembled on Port-



On Sunday all the little boats drifted down on the bigger craft when there was no wind. Suddenly there was a big puff. Here is the result and Ostrander buoy is somewhere in the jam-up.—Ken Ollar photo.



Top, the camera range picks up a small segment of the boats that drifted at ease in Portage Bay a half hour before race time. Middle, "Arlene" brought a big chuckle, moving at a slow pace, with a rowing crew on deck, and a flashing sign that read "Slow-Moe", obviously kidding Sayres' 160-mph "Slo-mo-shun" craft and bottom, the parade starts through the Montlake Bridge cut.—PMB and Ollar photos.

age Bay and the start was near when we drifted close to the *Gossip's* slip to see when it was going to begin moving. Someone must have secured the dock lines mighty well. They wouldn't come loose. Let's not call the scurrying around "frantic," but . . .

Then when the *Gossip* took up its review position at Webster light it

latched into the mooring buoy previously put down for this occasion. First the *Gossip's* own stern anchor would drag, then the mooring buoy would drag. For a time a lot of passing boats might have wondered why they didn't get a salute. The Commodore was busy directing the handling of lines and anchors. Literally, he was adrift.

REGATTA FACTS:

PCYA Championship Regatta Sponsored by PIYA.

Host Club: Seattle Yacht Club.

June 29—Boats rendezvous at Port Madison-moorage of Seattle Yacht Club.

June 30—Long distance races on Puget Sound. Finish at Ballard locks and all boats proceed to overnight anchorage at Seattle Yacht Club.

July 1-4—Races on Lake Washington for all classes. One day of special championship races for all boats.

↓ ↓

His final appraisal of the day was, "Can't describe it. Here is once the word 'terrific' truly applies. It was a pageant. More boats than ever were decorated. The visiting response was grand. Someone counted 26 from Tacoma, 30 from Bremerton, 20 from Everett, and with all those big boats from Vancouver, B. C. It was a remarkable day in the 32 years history of the event."

Boat after boat had uniformed crews standing at attention as they passed. . . . Victor Beck's *Vixen* took the prize for the best dressed sail boat. . . . Walter Hupp's *Moon Mist* of Tyee YC took the cruiser prize with a South Seas decor, including hula dancers. . . . Stanley Youngs' cruiser *Arlene* provided the best laugh of the day. She came putting through with a complete rowing crew, oars and cox'n in position on the trunk cabin and then flashed a big sign "Slow Moe." . . . On *Gossip* was Stan Sayres and Lou Fageol of speed boat *Slo-mo-shun* record fame.

Rube Tarte and Dolph Zubick were be-decked in the Admiral-of-the-day uniforms and a gosh-awful collection of brass medals, and they had the *Lady C* flying a pennant "Admirals Giggie." . . .

W. Clarke Gibson, Royal Vancouver YC Commodore, was down with his huge diesel yacht *Norsal*. When they tried to up-anchor for the parade the anchor winch broke. These visitors got up the only "sweat" of the day taking up the anchor by hand. . . . The parade opened with the *Onawa*, *Blue Peter*, and *Shorleave* heading the procession; then came *Taconite*, *La Beverey*, Harold Jones' biggie from Vancouver with Ed Bailey aboard from San Diego; then *Thea Foss*, the Foss' family cruiser from Tacoma; *Westward*, *Hattie D.*, the official *Gossip*, and right behind

VITAL FACTS FOR 1952 INTERNATIONAL CRUISER RACE

Where: Port Madison to Nanaimo, B.C.; **Running Date:** July 12; **Clubs:** Rainier YC for starting line, Nanaimo YC for finish line, overall under International Power Boat Association; **Entry:** Official entry must be made with Ray Hart, Jr., Bremerton, before the closing deadline, Wednesday, July 2; **Registration and Rules:** Blanks at all member yacht clubs; **Customs** check and **Observer** assignment: Between 1400 and 2200 on July 11 at Seattle Foc'Sle in Port Madison; **Predicted Log:** To be filed at that time; **CGA Observers:** To be furnished all competing boats; **Expected Entries:** Between 175 and 200; **Unofficial Results:** Will be posted at Nanaimo as fast as logs are processed; **Official Results:** Posted at noon, Sunday, July 13.

‡ ‡

it the Calvert's *Starlight*, where your editor rode. . . .

We then went to the official review position at Webster light. . . . Jack Warburton helped us average crews and passengers aboard and there were more than 18,000 persons afloat for the pageant. . . . Here came the Corinthian boats, *Svea*, *Oslo* and all the others. . . . *White Cloud II*, Rad Pratch, TYC, came along. . . . Howie Richmond's *L'Apache*, Dietrich Schmitz's *Suva*, Ed Kennell's *Gracie S.*, Fiske's *Nootka*. . . . SYC-member Linus Pearson summed it up in a shout: "Think we been drifting back by Ballard all day." . . .

There were power boats like the *Tillie Dee*, *Photo Queen* and *Nellie B.* . . . The cruiser *Karu* came through camouflaged to mimic the luxury-liner *Lurline*. . . . Bill Blethen's new *Sea Otter* was there. . . .

It would take reams to name them all. . . . Wilson's *Haru* was with the Rainier YC bunch. . . . Rhoades Spencer, Queen City Commodore, led his group with *Selvia*. . . . We saw Russ

Rathbone's *Holiday II*. . . . So it went.

Ray Cooke's *Circe* completed the parade, then went out and won the Class AA trophy in the sail boat races. . . . sail craft were divided in the races and there were 117 in the large division. . . . Cooke won his first Opening Day event since 1920, when he won, and had to edge out John Graham's popular *Maruffa* this year. . . . Frank Morris, PDE (Predicted Log Expert), took the cruiser event with *African Queen*.

At Portland Opening Day

Some 200 power cruisers and sailboats paraded under bright, cloud-spotted skies past the 110-foot cruiser *DeEtta* May 3 to mark the official opening of Portland's yachting and sailing season.

Three clubs, Portland, Columbia River, and Rose City Yacht Clubs,

joined in the event and also in the cruiser race and sailing races which followed the parade.

J. L. (Bud) Kennedy pulled a rabbit out of his bag to drive his twin-engined Chris-Craft *Commander* across the finish line of the cruiser race to win a short boat length ahead of Ernest G. Swigert's 550-hp. cruiser *Vorlage*, and Charles M. Nelson's Harco 40, *White Cap II*, which was close behind.

Dave Weiner, of Columbia River Y. C., won the decorated boat contest with his 34-foot Higgins cruiser, *Jedaba*, festooned with rose-colored snapdragons and yellow tulips. Lou-El, Elmer Berglund's 50-foot diesel cruiser, representing Rose City Y. C., was second.

Five classes of sailboats raced over a circuitous course following the cruiser race and finished with the following results:

BEE CLASS—First, *Bonne Bee*, George Riggs, skipper; second, *Blitz*, William Oeckerman; third, *Rock 'n Rye*, John Schneider, all of Rose City Y. C.

FLATTIES—First, *Gremlin*, Bob Schaffer; second, *Loafer*, Hugh Van Allen; third, *Sigame*, Jack Elliott, all of Portland Y. C.

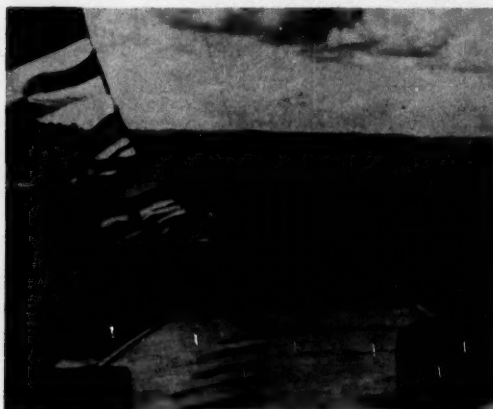
CRODS—First, *Aeolus*, Dirk Winters; second, *Nina*, Tom White; third, *Evening Star*, Ed DeKoning, all of Portland Y. C.

WHITE HANDICAP (non-cruising boats)—First, *Tonawanda*, Ernie Swigert (PYC); second, *Edreta*, Ed Ordway (RCYC); third, *Critique*, Dwight Didzun (PYC).

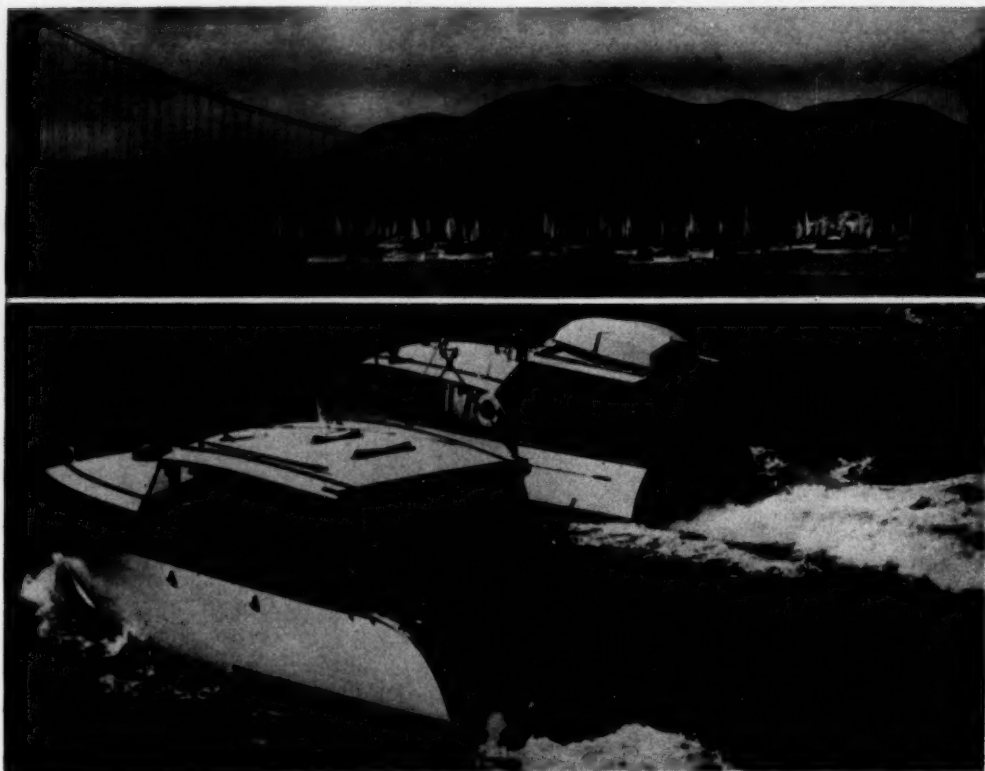
RED HANDICAP (cruising boats)—First, *Tamara*, Tom Green (RCYC); second, *Janie*, Don Schafer (PYC); third, *Gravy*, Gil Cheney (PYC).

Floyd H. Bay, Columbia River Y. C., was general chairman of the opening day events. He was assisted by representatives of the various clubs in arranging the parade, by J. E. Finke (PYC) in charge of the sailing race, and Lawrence Barber (PYC)

(Continued to Page 38)



Opening Day at Portland was May 3. Here are part of the boats participating. Left: Winner of the decorated boat contest was "*Jedaba*", owned by Dave Weiner of the Columbia River Yacht Club.



The fog may be seen as it lifted above the bay entrance on opening day for the parade which brought out over 600 pleasure craft on San Francisco Bay. Two of the top winners in their starting spurt are shown above, Max Kniesches Sr. and Junior in the "Almax II". Tied with Doug Dorn in the "Husky" for first in Class A, "Huapala", skippered by J. Rear, Overall Winner and Class B top man.

— Paul C. Tracy photo.

"Huapala" Wins Bay Cruiser Race

135 skippers turn out to try their navigational skill in this sixth running of the Coast Guard Auxiliary Over-the-Bottom Race

A RECORD-BREAKING entry of 135 auxiliary power cruisers turned out for the sixth annual Coast Guard Auxiliary Over-the-Bottom race on San Francisco Bay April 19. Much of the credit for the large turnout goes to Lt. Comdr. Hettrich, Commodore Bob Larrocca, and the 12th Coast Guard District offices.

Jim Rear, Berkeley Flotilla 26, won first place in Class B and overall honors to capture the Standard Oil of California Perpetual Trophy with a score of 22 seconds error. His 30-foot Seaward-built *Huapala* is powered with two 85-hp. Chris-Craft engines.

Results were: CLASS A—1st, M. T. Kniesche and Doug Dorn (tie); 2d, *Saw Sea*, W. J. Beck; 3d, *Manu Kai*, M. Storm; 4th, *Doll Lee*, G. Sturtevant. CLASS B—1st, *Huapala*, J. C. Rear; 2d, *Mirk II*, L. C. McKissick; 3d, *Lelabob II*, R. G. Hoeckele; 4th, *Connie*, F. Andronica. CLASS C—1st, *Spoonbill*, Dan McLean; 2d, *Mary Kay*, Harry Barusch; 3d, *Masahs Dragon*, G. F. Wells; 4th, *Hop Hi*, Ed Hopkins.

The race was held over a 14½-mile course that runs east and west between the Golden Gate Bridge and Treasure Island. Although the day was windy, almost perfect cruising

conditions prevailed. Spectators watched from vantage points along Sausalito shore and on the Marina.

Twelve individual prizes were awarded the winners.

Sponsors who made possible the event were: Boardman & Flower, Di Maggios, Stephens Bros., H. Doelger, Don Gilmore, Val Strough Cheve, Les Vogel, Jr., Weeks Howe Emerson Co., Cravens Dargen, Anderson & Cristofani, Baumen Bros. & Miller, Blumenfeld Bridge Marina, Cromwell & Webster, Dahl Cheve, Cochran & Celli, Erlanger Reed & Myer, Gordon Holcombe, Hall Young Co.,

Sea and

Pacific Motor Boat

Announces

THESE two boating magazines, with a total of 61 years of Pacific Coast publishing experience, will be combined into one big magazine beginning with the July, 1952, issue. This combined presentation will serve to the utmost the yachting and boating activity of the Pacific Coast.

The best features and reflections of both magazines will be maintained. The staffs of both publications will continue, thus giving the strongest

possible coverage and service to all areas making up the audience reached by these two successful publications.

This merger of *SEA* and *Pacific Motor Boat's Magazine of Boating and Yachting* has been carried through in order that the Pacific Coast, inclusive from Alaska to Mexico, and far out into the idyllic islands of the Pacific, may have ONE yachting and boating magazine that provides a blanket coverage for both

editorial and advertising. We have had this news greeted with an enthusiastic cheer from yachtsmen, cruiser-men, boating fans, marine suppliers, boatbuilders and naval architects.

One last comment: Many are familiar with the separate *Pacific Motor Boat's Work Boat Journal*. This will continue as a distinct publication covering the work boat activity of the Pacific Coast.

Harbor Marine Supply, Joe Harris, Paul Koss Supply Co., Wm. E. Holt Co., Madden & Lewis, Park & Shop, Sames, Trader Scott, Union and Standard Oil, West Coast Engine Co., Belli Motor, and Lang Screen.

Race Manager Marvin Cardoza plotted the course under difficult circumstances. Other committee members, under General Chairman Gerry Moss, were: Harry Barusch,

Al Emmerton, Paul Koss, H. Schaefer, R. Holzkamp, Jerry Ryan, R. G. Hoeckele, R. Larocca, R. E. Jones, Chuck Squires, C. W. Sellick, Marvin Cardoza, C. V. Cowing and Paul C. Tracy.



Trophy winners of the Coast Guard Auxiliary 7th Annual Over the Bottom Race on San Francisco Bay. Left to right, first row: Max Kniesche Sr., M. Storm, Dan McLean, Dr. F. Burton, Doug Dorn, Ed Hopkins, Jerry Ryan. Standing: G. F. Wells, W. J. Beck, J. Rear, H. Barusch, G. Sturdevant, M. Kniesche Jr., F. Andornico, L. C. McKissick and R. G. Hoeckele.

— Paul C. Tracy photo.

Who Stands To Win The 1952 Gold Cup?

THIS question is drawing the eager conversational fire of thousands who love the sport of boating. Interest runs particularly high between the area-axis of Detroit and Seattle, hotbed capitals of unlimited hydro racing.

There is no point in trying to pick a winner outright, which is so often the custom in many sports of the day. There are too many variables showing up in the 1952 Gold Cup picture and too little comparative knowledge on performances. That is why we put the question precisely as we have: "Who stands the best chance of winning the 1952 Gold Cup?"

Weighing the key points—past performance and records, driver ability, design, power, condition of equipment, course-proven design and technical features—we pick one of Stanley Sayres' Seattle-owned, and built, *Slo-mo-shun* unlimiteds.

Is There a Good Chance of An Upset?

There is a whale of a good chance of one of several boats wresting the crown from the Sayres "boathouse." As this is written on the first of May the greatest field ever of new boats, new and improved engines and new applications of design-theory are being readied and refined to assault the records of the two-time winning Seattle Yacht Club entries, the *Slo-mos*.

It is a good old American custom to bill a coming event as the greatest ever. But often there isn't a basis of fact for such a statement when an event, like the great Gold Cup, has produced so many glorious champions in its history.

But we can flatly say that the 1952 Gold Cup is going to be the hottest contested speed drive across the water that the Gold Cupper has seen in many a year.

That is why (1) on performance, ability and design we pick *Slo-mo-shun IV*, or *V*, as having the best chance to win; and (2) make plenty of allowance that a revved-up, powered-up derivative of *Slo-mo-shun* design, three-point suspension, air-fin, spoiler and all, quite likely may come along, get into first place, and stay there.

Whichever boat does it, it will have to have speed, stamina and mechanical perfection to accomplish a victory.

The straight, level facts are that a number of Gold Cup participants are aiming—dead-level serious—to beat

1952 Gold Cup Race for Unlimited Hydros

QUICK FACT-REFERENCE

THE DATE: Saturday afternoon, August 9, 1952.

THE COURSE: Lake Washington (Seattle), South of Floating Bridge, viewed from West shore of Lake.

SIGNIFICANCE: This Gold Cup Classic returns to the Pacific Coast for the second straight year and the only years it has been held west of the Mississippi, Seattle's *Slo-mo-shuns, IV* and *V*, by winning in '50, then in '51 in Seattle, bring the event out West for the second straight year. It is truly the classic of all power boat racing, and the greatest single boating event ever held on the Pacific Coast. A half-million persons, with wonderful vantage points in a natural amphitheater, will witness the event.

Stanley Sayres' entries. Furthermore, they figure they will have to set new records to win.

Frankly, they came west in 1951 without the designs or the equipment in condition—one or the other as the cases happen to be—to press the Seattle boats too hard. New records were set. It was only a two-heat event due to the tragic Quicksilver accident that stopped the race.

Perhaps, with more boats staying right on the pace throughout the race, and that is what will happen in 1952, the 1951 lap, heat and race records may not fall. But the pace, thrills and chills are destined to top any Gold Cup race ever held.

What Are the Contenders Doing?

The activity among the contending owners and builders of unlimited hydros is like a renaissance in racing design. After what the *Slo-mo-shuns* showed them in 1950 and 1951, after they looked at the marvelous 160-mph plus straightaway record held by *IV* and set in 1950, when they realized that *V* didn't even try to set a higher record because nothing they had would challenge it—a number of rival owners and builders went home and began building boats embodying key *Slo-mo-shun* features: three point suspension, air-fin stabilizer and that greatest contribution of all to racing speed—the "drag" or "spoiler" at the bow.

If you still doubt that the *Slo-mo-shun* craft are really champions to be picked as number one finishers, read what "Wild Bill" Cantrell, one of the top professional race drivers and boat builders said in an interview with

Harry Leduc, of his hometown *Detroit News*. Bill built and drove Horace Dodge's *Hornet*, a new three-pointier in 1951, but without other *Slo-mo* design ideas. Bill says Sayres and his crew hit on the idea of the "spoiler" on a *Slo-mo* test run.

"They knew," says Cantrell, "that it was air under the boat that was making it unmanageable, unpredictable. Up to that time everybody thought air was necessary to lift the boat up and get it planing, but they decided they didn't want air; that air was a menace."

"So they added to the hull a V-step with the point of the V toward the bow. (We like to think of it as half a pyramid.—Ed.) That broke the air by spilling it out each side, and kept the bow down. They called it a 'spoiler' because it spoiled the inrushing air, destroying its peril."

"At first," says Bill, "I thought the air-fin was more for looks than anything. I didn't put one on the *Hornet* until I found out she was swaying dangerously at high speed. So I added the trim-tab and set its rudder at about 9 degrees. I was amazed. The airfin not only kept the stern from flaring out, but also compensated for the centrifugal force of the motor and for steering action on the turns."

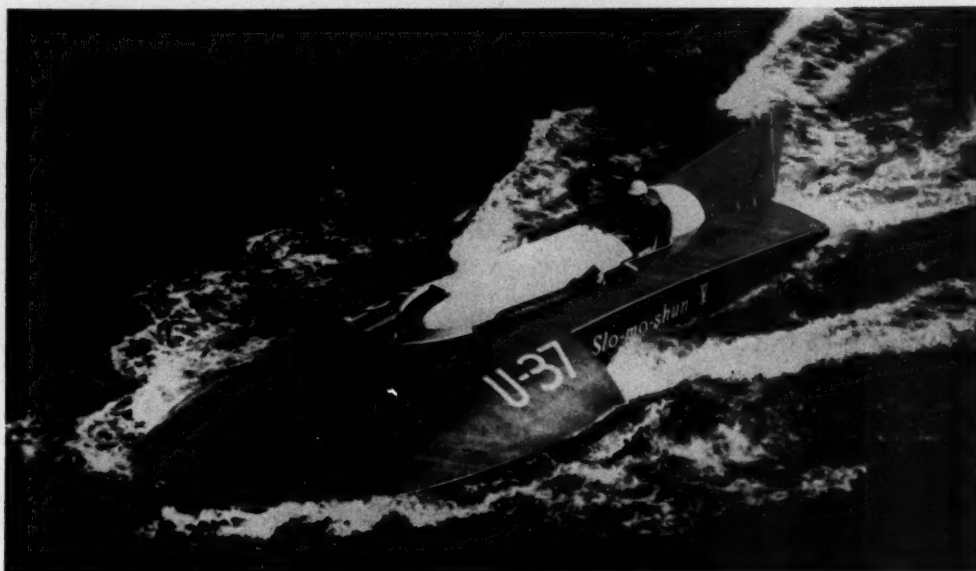
Cantrell insists that the Sayres-designed three-pointers are an immense advance in developments over the original Ventnor-designed three-pointier.

"The Sayres design is a true boat," he says. "It stays on the water and don't let anybody tell you it is airborne. Sayres got rid of the air with his spoiler."

The course has been moved enough to give more room on the north turn between the buoys and the floating bridge. This will cut down on backwash from the bridge and give the drivers a better sense of visual balance.

Will Records Fall?

Problematical, claim the racers. From one point, the course speeds might be slightly slower on the aver-



"Slo-mo-shun V", driven by Lou Fageol, approaches the judge's barge after smashing all records during the first heat of the 1951 Gold Cup Race on Lake Washington, Seattle.

age if a number of very high-powered boats live up to expectations and continually jam each other on the turns. On the other hand, everyone is shooting the works in preparation for having extra fast, capable and precision racing buckets in the race for three full heats. They know they'll have to, to beat the *Slo-mos*. Furthermore, the *Slo-mos* have set a terrific goal with these records: Two laps, 10 nautical miles, by No. IV at 111.742 in the Seattle Seafair Trophy event, same boat doing 160.42 on the straightaway dash in 1950; V winning the '51 Gold Cup and doing a three-mile lap in 108.663, and 91.766 mph for a 30-mile heat. All records.

Slo-mo-shun IV and V: IV has a new Allison for '52 racing. She'll thus carry somewhat more power through modification of her supercharger. No two engines weigh the same and Stan Sayres is busy directing his operating team in the trimming of the craft. She should come out of the turns with extra pickup. Always has had top power for the straightaways.

Slo-mo V may carry a new Rolls-Royce or may stay by her Allison. It's undecided. The faster of the two boats, the boat Sayres thinks most ready for the race will carry his top driver, the famous, well-liked and capable Lou Fageol, from Cuyahoga Falls, Ohio, who drove V in last year's Gold Cup. With Fageol at the wheel, a specialist at split-timing starting-line crossings, you have to weigh heavily with that factor in picking a

winner. Ted Jones, *Slo-mo* designer and driver, is busy elsewhere building small, limited racing craft. He may be at the wheel of one *Slo-mo*. Stan Sayres has several other driver possibilities.

Miss Great Lakes: This Al Fallon-owned craft, built by Dan Arena, is similar in design to the Sayres boats, although somewhat lighter, and is a dark horse entry. Highly talked up in the Middle west. Without much actual race-time comparison. Probably will be driven by young Bill Munsey, who whirled a previous *Miss Great Lakes* to 97-mph lap speeds two years ago in the Harmsworth. Dan Arena may drive. This craft, 30 feet long and 11 feet, 9 inches wide, mahogany varnished with red cowl, is said to be about 350 pounds lighter than *Slo-mo IV*. If horsepower per pound is a big factor MGL's chances increase. How close did they copy? The bottom is similar, she has a "spoiler," plans to have an air-fin, struts are chrome-nickel and the bottom plating is high-tensile aluminum. Electrical system is marine type, including thermal gauges. It's a single cockpit job. Rate the new "Miss" very high.

Miss Pepsi, the Roy and Walter Dossin boat: She's the big two-engine-in-a-line job from Detroit that went right down the line with *Slo-mo V* last year, then conked out with oil-pumping trouble. One never gets a clear-cut answer to what the trouble is. Apparently this boat has this

weakness over long distances. If they have it licked for 1952, and quite likely they have, watch *Miss Pepsi* with veteran Chuck Thompson at the wheel. She has raced and won all fall. Took the President's Cup Race and others. If *Pepsi* once gets that lead and stays revved-up she is the toughest boat to pass on the course, for she "plows a deep water-furrow." None is selling this entry short.

Such Crust III and IV: Jack Schaffer, who saw both his *Crust* boats conk out in 1951, comes up with the only new twin-engine job in III and a single engine Rolls Royce in *Such Crust IV*. Rex Jacobs is co-owner. *Such Crust III* has twin Allison's, is 34' feet long and has a whopping 14-foot beam. Probably will have Danny Foster at the wheel. They say she has a theoretical speed of 240 mph. Wow. Whatever that means, don't overlook the fact that *Pepsi* with all that twin power is a Hacker design and *Crust III* is a three-pointer that rides in a minimum of water. The more you look at it, the 1952 race is going to be an all-out affair.

Gail II: This Joe Schoenith-owned craft, Arena-built, showed a lot of potential in last year's warm-up, then went down in a time-trial accident and never did get into shape for the big race. Looks like a fast, good three-pointer, and well-liked by the experts. She could take the field with a few breaks and all competition keeps an eye on her.

(Continued to Page 10)



Re-rigged as a cutter in 1937, "Endymion" was as fast as ever, easier to handle. It was under the cutter rig shown above that "Endymion" became so well known.

Don Douglas' 76-Foot "Endymion" Converted To Motor-Sailer

A GREAT epoch in the annals of yacht racing came to a virtual close when the news seaped out that Don Douglas' 76-foot racing cutter, *Endymion*, was being converted to a motor-sailer.

Endymion, launched in 1930, is credited as one of the finest racing craft ever built in the west. Built by the Wilmington Boat Works, she is to this day—with steel framing and wooden hull—the only composite-constructed boat of her type ever built on the Pacific. Originally rigged as a staysail schooner, she was altered to a cutter in 1937, her 3200 sq. ft. of sail being cut in the process to 2750 sq. feet. Racing as both a schooner and a cutter with such boats as A. N. Kemp's *Amarillo*, Morgan Adams' *Enchantress* and later with Bill Stewart's yawl, *Chubasco*, *Endymion* was an inspiring sight to spectators as well



Talking over the conversion work in the after cockpit of the "Endymion" is from the left: Leo Thomas, skipper; Don Douglas and Ted Conant, long-time friend of Douglas' and a well-known yachtsman in his own right.

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Looking aft from the pilot house is the after end of the salon and the stainless steel galley with an Olympic stove, ice refrigerator, hot and cold running water. The pilot house is void of dials and knobs. Shown is the Allen Automatic Pilot, the Kelvin-White



compass, the Bendix Depth Recorder and the Morse Marine Engine Control, which handles the clutches, shifting and acceleration. In one of the cabinets below is mounted a 100 watt Fisher transmitter, receiver and direction finder.

as tremendous competition to her competitors.

A partial list of first place plaques found in her lockers during the conversion work includes: 1930 Pacific Coast Championships, Newport; 1931 Southern California Yachting Association Championships; 1931 California Yacht Club Anacapa Island Race; 1933 Southern California Yachting Association Championships, Santa Barbara; 1934 Southern California Yachting Association Championships; 1939, 1940 and 1941 Adohr Trophy for California Yacht Club's San Clemente Island Race—these were the few that couldn't be jammed into the box-load of trophies carted away when work began.

But the conversion leaves little to be desired. *Endymion* lends herself to the change stubbornly, yet gracefully. With caution and foresight—and possibly with cherished memories of the days when *Endymion* was one of the most beautiful of ocean racers, Don Douglas and his skipper, Leo Thomas, have personally guided every alteration that has been made aboard the boat. All the painstaking measuring, fitting and finishing was done by Fellows and Stewart on Terminal Island.

This has meant a protracted job, but it has also meant a job that does credit—if such is possible—to the boat itself.

The old house was removed, along with the bowsprit. The bulwarks were raised a minimum of 12 inches. The boat's water and fuel capacities were increased to 750 and 1100 gallons respectively. Then the reliable old 100-hp Kermath Sea Rover engine was removed.

From then on, tradition was thrown to the four winds as Douglas and

Thomas set about remodeling and re-powering.

The Kermath was replaced with a model 471 General Motors diesel engine and hydraulic transmission. Disregarding conservative advice, they set the big diesel in the deep stern backwards and immediately over the shaft. Then, through a unique application of universal joints and a set of V-belts and pulleys, they fashioned their own compact and trouble-free V-drive.

The new deck house is big and beautiful, its height offset by the new bulwarks and its lines complementing the sweep of the long hull.

The pilothouse is forward—and here is the latest in marine equipment. A Morse Marine Engine Con-

trol operates the entire power plant—clutches, acceleration, shifting. An Allen Automatic Pilot and Bendix DR-6 Fathometer have been added. Radio transmitting and receiving along with direction finding equipment is handled by a 100-watt Fisher set.

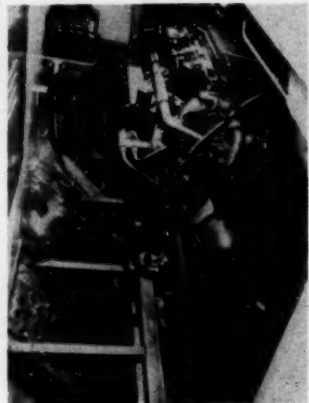
The flying bridge built aft of the cabin has a duplicate set of controls. A Fairbanks-Morse 3-kw light plant has been installed, complementing the 1500-watt generator mounted on the prime engine itself.

The galley, located in the after end of the cabin, is a beautiful blend of glass, stainless steel and mahogany. An Olympic diesel stove and Frigidaire electric ice box have been built in and hot and cold water, both under pressure, are available.

It would be hard, in view of all this, to believe that the *Endymion* could still look like much of a windjammer. Yet she does. The towering 104-foot mast remains unshortened, though sail area, through addition of the deck house and raising of the boom, has been cut to 1900 sq. feet. Installation of the heavy diesel engine and a considerable amount of equipment has dropped her deeper into the water, but the new bulwarks have more than offset the change.

But is she still fast? "Yes," says Don Douglas, "she still is a fast sailer." By way of proving this statement, Leo Thomas points to a recent sail from the Newport entrance bell to Long Beach.

"It was blowing about 35 at the time," stated Thomas, "and we had only 900 feet of sail on her. We put 'er on automatic pilot, cooked a warm lunch and by the time we finished eating, we were off Long Beach—20 miles in 2 hours!"



The model 471 General Motors diesel engine was placed in the deep stern of the boat backwards, a V-belt drive coupling the engine with the shaft that runs directly underneath the engine. Note wood and steel (composite) construction.

"SEA CRUISES ARE FUN ON OUR STEPHENS"



Say Mr. & Mrs. Ted F. Brix

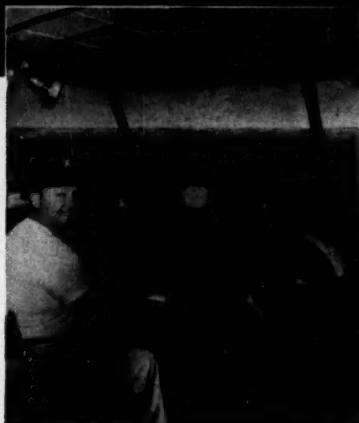
"We wanted a cruiser that would really perform at sea, that's why we chose a Stephens. We knew how Stephens Cruisers are built—we watched them build this one and two others we have owned.

Like the 8" centers—instead of the usual 30" — for example. That's one of the reasons why the Amelia Marie weighs a good 34,000 pounds, compared to around 20,000 pounds for other stock cruisers of her 48'4" size.

There's real comfort, too. Last year we lived aboard from July through September. We cruised 1,400 miles from San Francisco to Cape San Martin in Mexico. There's never any pounding. Even when a sea is running the cruiser will not yaw or broach."



Ted Brix at the organ installed aboard. Also a radio engineer, Brix has his own "ham" station, W6QFR, on board. This is one of the few cruiser-borne stations known.



Amelia Brix and her dog, Tuffy, in the spacious main cabin. Both Mr. and Mrs. Brix are cooking experts and enjoy their own galley specialties so much that "we seldom go ashore for meals."

"The twin 275 hp Hall Scotts have clocked 27 mph. Because other boat owners may not believe it," says Ted Brix, "I hesitate to report that at 12½ knots our fuel consumption for those '550 horses' below will average only 15 to 17½ gallons per hour!"



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Daredevils of Outboard Racing

Editor's note: The Sammamish race is a most unusual event and something of a classic in ruggedness and unique course. To cover it, turn by turn, is most difficult. So this year **PACIFIC MOTOR BOAT** picked one of the racers, Bob Jacobsen in "Dynah-Mite," to write the race as he saw it. The arrangement was made three weeks before the race. The fact that our selection is the winner is straight coincidence, probably the best guess we will ever make, but it was fun connecting "on the nose."

THE Sammamish Slough race is always a killer-diller. This year was no exception. There were 57 boats at the starting line, 32 lasted the first heat, which is the up-run to Lake Sammamish, and 25 finally finished. There were 50,000 people strung along the course to watch the thrills and chills.

Bob Jacobsen, Seattle builder of race boats and outboard dealer, won the overall championship on points. He nosed out Lin Ivey and Al Benson, both veterans. The former finished first going up, the latter first coming back.

Class A Runabout: First, C. W. Coons; second, Joe Boyce; third, Richard Osborne. Class B Runabout: First, Clay Fox; second, Bob Batie;

third, Hubert Entrop. Class C Runabout: First, Clayton Shaw; second, Art Losvar; third, Bob Sparring. Class D Runabout: First, Bob Jacobsen; second, Carl Biber; third, Har-

old Tolford. D-2, E, F Runabout: First, Ray ("Tuffy") Barker; second, Bill Schumaker; third, Ralph White. Unlimited: Al Benson (only boat to finish).

How It Feels To Race the Sammamish

by Bob Jacobsen

I was asked to write how it feels to face the Lake Sammamish Slough. It is one race you never think of winning, you just hope to finish.

This year there were 57 starters and 23 finished. The Slough race started at Kenmore due to a very choppy Lake Washington. It was delayed one hour. The race is always a dead motor start, so all 57 boats lined up as best they could and waited for the starting gun to be fired. One is a little nervous, hoping the motor will start at the first pull, as the entrance to the Slough is only two blocks away. If one gets behind many boats the water is as rough as a windy day on the Sound.

I was very lucky that my Mercury 25 started on the first pull as did Al Benson's. I managed to beat him

around the buoy, but as we doubled back to hit the Slough he roared by me. I looked back and saw at least three boats upside down due to the rough scramble at the start.

The Slough is run to race, as you are always busy turning the sharp bends or trying to miss logs or other debris. Just this side of Woodinville I heard a sharp bang and here came Lin Ivey, with an Evinrude 50 hp. past me, shoving me just about out of the Slough. Things happen that fast. I was now running in third place. At a sharp turn about seven miles up the Slough, I found Al Benson, with a Mercury 25, on the bank, trying to get his boat back in the water with the help of spectators.

Only about five miles more to go and the first lap of the race was over. This area of the Slough is a little straighter, so you just squeeze the



Here is one lone turn. The racer is Clay Fox, of Comas, Wash., who won the Class B, with a Mercury. Crowds gathered at vantage points all along the course.

Bob Jacobsen, overall winner in "Dyneh-Mite".



throttle and keep a sharp lookout for drift wood and hazards. The last five miles were uneventful and I finished in second place on the up-trip. We waited approximately two hours until the Slough was cleared and the dead start was repeated from Lake Sammamish.

Again I followed Al Benson, a real veteran Slough race, into the Slough. This side of Bothell, Lin Ivey, with his thundering motor, sneaked past me. I took the Bothell Bridge bend too fast and whacked against the cement pillar—finding that it doesn't give an inch. A little farther down the Slough, just missed a boat floating upside-down—next turn I found four more boats along the bank—two

turns farther there was Lin Ivey, another Slough veteran, on the bank, disgusted.

I knew then that I had a chance to be the winner, so I was more careful than ever. Two miles from the finish I ran over a sharp piece of drift wood, which made an awful sound, and I was glad I had the bottom of my Jacobsen boat covered with Fiberlay material, the toughest protection and fastest bottom I know of. I could just sight the finish line about a mile away, but it seemed a long way off. I was happy to finish. I sat and watched boat after boat finish and every driver was relieved that another Slough race was over.

Hansen Dam Race Wows 'Em

WHEN an early-in-the-season race draws far more participants and more spectators than the committee anticipated, then the prospects for a rip-roaring calendar look mighty good. This was the case with the first locally staged Southern California stock outboard race at Hansen Dam, April 27. Seventy-one boats bruised the water of the Dam, witnessed by 18,000 people, a sizeable number for any race.

Class B Stock Runabouts drew the largest number of entrants, 24 boats. John Craven placed high in points, with a first in the first heat, third in the second. Bob Check of Santa Ana ran second; Glenn Spickler of Bakersfield, third.

CLASS B STOCK HYDRO had 11 entrants out of which Jack Lochead took two seconds to place first in points. Ronald Rima of Newport was second; W. D. Smith of Blythe, third.

CLASS A STOCK HYDRO was taken by Keith Collier, Blythe, with a first and third giving him top in points; W. W. Bowen, Oceanside, was second; Ronald Rima of Newport, third.

CLASS C STOCK RUNABOUT: Cag Graham, Salton Sea record-breaker from Ventura, first; John Makara, Glendale, second; and Lee Burris of Gardena, third.

CLASS D STOCK HYDRO: Ed Craven, Pasadena, first; Russ Spacy, Fresno, second; Jack Lochead, Santa Ana, third.

CLASS A STOCK RUNABOUT: Charles Harter, North Hollywood; Biff Parker, Newport; and Ronald Rima again, Newport.

CLASS D STOCK RUNABOUT: Jack Lochead, first; Russ Spacy, second; and Ed Craven, third.

Can't miss the flips! John King in Carousel, first heat of the Class D runabouts; Keith Collier, Blythe, first heat of Class B hydros. Mike Meehan, Venice, and Tom Mitchell, Pasadena, both in the second heat of the Class B runabouts; Paul Peterson, San Luis Obispo, and Wade Terrill, Ontario, first heat of the Class B Runabouts. Chris Heinsbergen of Los Angeles was thrown out of his boat in the first heat of the B runabouts.

United Speedboat Assn. of Los Angeles sponsored the regatta and referee was "Slim" Boettger, APBA Region 12 chairman. Bob Knapp of Pasadena was race chairman; chief scorer, Jean Craven; pit manager and weighmaster, Ray Hamilton.

The course was approximately ¾ miles, single buny turns, five laps per heat.

Canyon Lake Races; Gates Tops the Field

Beautiful weather on Canyon Lake in Arizona welcomed the first racing and utility outboard event of 1952, April 6. Arizona Navy was host, there was a splendid turnout of boats.

Leonard Gates of Ventura was high man in prize money, Jim Holder was second. Debris on the lake gave many drivers a bad time, stalling boats and putting some out of the running altogether.

The Lake Malibu regatta of outboard stock craft was postponed from April 20 to May 25, because heavy rains in Southern California had created temporary flood conditions in the mountain lake area.

Next month's racing reports will include the results of the Lake Miller-ton (Friant Dam) inboard and outboard combined regatta.

The Colorado River Marathon boys start early on plans for that big outboard utility event sponsored by the Needles Marathon Assn. On April 26, the Association gave a dinner in Los Angeles to acquaint all friends of the famous race with plans for staging the fifth annual Marathon on Oct. 5. C. D. Anderson is race chairman in 1952.

Results of the Canyon Lake races:

RACING OUTBOARDS

A HYDRO, first heat: Red Jones, San Diego; Harry Combs, Texas; Eddie Maroney, Phoenix. Second heat, Julius Ripp, Long Beach; Red Jones, Eddie Maroney.

B HYDRO, first heat: Bill Bauman, Long Beach; Eddie Maroney; Elgin Gates, Surfside; second heat, Harry Combs; Eddie Maroney, Bill Bauman.

C RACING HYDRO, first heat: Bob Jackson, San Diego; Russ Hill Jr., Bellflower; Jim Holder; second heat, Bob Jackson, Johnny Bauman, Russ Hill Jr.

D SERVICE HYDRO, first heat: Leonard Gates, Ventura; Jim Holder; Altadena; Ralph Homes; second heat, Leonard Gates, Ralph Homes, Jim Holder.

F RACING AND DU HYDRO, first heat: George Peake, Southgate (Class F); Ralph Homes, Phoenix (Class F); James Davidson, Class DU; second heat, George Peake, Ralph Homes, James Davidson.

C RACING RUNABOUT, first heat: Leonard Gates, Ventura; Roy Gates, Ventura; Jim Holder; second heat, Roy Gates, Leonard Gates, Warren Painter, Tulunga.

C SERVICE RUNABOUT, first heat: Leonard Gates, Roy Gates-Jim Holder, Burt Gregg, Ventura; second heat, Leonard Gates, Roy Gates, Jim Holder.

F RACING RUNABOUT, first heat: Ken Jolley, Burbank; John Toporahian, San Diego; Dave Spies, Lido Isle; second heat, same lineup as first heat.

UTILITY OUTBOARDS

AU HYDRO, first heat: Keith Collier, Ronald Rima, Silas Cornelius; second heat, Gary Reed, Ronald Rima, Keith Collier.

BU HYDRO, first heat: W. D. Smith, Ronald Rima, Hub Reed; second heat, W. D. Smith, Hub Reed, Homer Sain.

BU RUNABOUT, first heat: Ronald Rima, Robert Check, Chuck Van Dyke; second heat, Robert Check, Chuck Van Dyke, Bill King.

DU RUNABOUT, first heat: James Davidson, W. Lee Richards, Homer Smith; second heat, W. Lee Richards, James Davidson, Homer Smith.

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OBC Certified brake hp. at 4000 rpm. † Approximate weight.

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SEA-HORSE 25—25 hp. Speeds over 30 mph; 97 lbs.† Gear Shift; 6-gal. Mile-Master Fuel Tank; Synchro Twist-Grip Speed Control; sensational performance and value! **\$390.00***

*Prices f.o.b. factory, subject to change.



25,000 See Bakersfield Race

THE inboard racing season in California began in April with the first annual Kern County Boat Club Regatta sponsored by the Kern County Boat Club and conducted by the Southern California Speedboat Club, Inc., old hands at this sort of thing. At Hart Memorial Park in Bakersfield Tommy Thompson was chairman; Tom Silvernail, timer; Dorothy Thompson, scorer; Louis Patrick, pit manager; Dr. Wagne R. Ingalls of Los Angeles Speedboat Assn., referee; Don Steans, starter; Guy C. Wilson, measurer; R. S. Collett, surveyor.

The spectators and the participants in this first-of-the-season race were enthusiastic in their praise of the handling of the event by the SCSC—and 25,000 people turned out to watch the regatta, some of whom saw their first inboard race.

E Racing Runabout heats brought Paul Terheggen's Donald Duck into first place and with plenty of speed. Honey Bee Too had a new driver at Bakersfield, Ed Fletchall, this also in the E Racing category. These two boats staged a terrific race in the second heat but were disqualified for jumping the gun.

In the PODH affair, Dick Scott of Oakland flipped his new boat on a turn.

Tops for tough luck was the E boat owned by Arnold White which flipped in the first heat and froze up in the second. Roy Skaggs lost his 135 Hydro after running over a boat that flipped directly in his path, and with no one injured. Chuck Powell drove the second heat with a hole the size of a bucket in Keeno.

Results of the races follow:

48 CUBIC INCH—First, Howard Newton, *Maybe*; second, Louis Meyer, *Low-Kay*; third, Robert Hale, *Mon Cherie*.

PACIFIC ONE DESIGN—First, Dr. Louis Novotny, *Cherub II*; second, Marion Beavers, *Little Beavers*; third, Harold Cain, *Nuri Cain*; fourth, Scott Kemper, *Lil Phyl*.

135 CUBIC INCH—First, Chuck Powell, *Keeno*, second, Bud Holloway, *Screaming Eagle II*; third, Fred Galante, *Joey II*; fourth, Bud Meyer, *Avenger II*; fifth, John Corea, *Skippy*.

CRACKERBOX—First, Bob Patterson, *Hot Cinders*; second, Wendell Tucker, *Rattler*; third, Bob Klein, *Nabster*; fourth, Dan Campbell, *Top*; fifth, Bob Sorensen, *Once Over*; sixth, James Colwell, *Hot Ice*; seventh, Earl John, *Skippy*; eighth, Carl Maginn, *Hot Box*.

266 CUBIC INCH—First, Ernest Bender, *Thunderbolt*; second, Bill Schuyler, *S Bill*; third, Roy Skaggs, *Mighty Chevron*; fourth, Ollie Prather, *Lil Injun*.

225 CUBIC INCH—First, Geo. Matzuuchi, *California Kid*; second, Art Maynard, *Restless III*; third, Jesse Wayne, *Firefly*; fourth, George King, *King-Pin*.

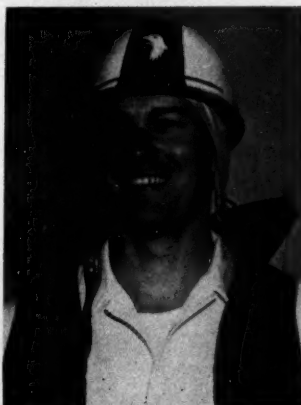
B RACING RUNABOUT—First, Robert Wacker, *Beetle Bomb*; second, Harold Coelho, *Wee*



A driver and his mechanic in the E Racing Runabout class of inboards are real working teams and no one appreciates the worth of a mechanic more than Ed Olsen, whose mechanic is Bob Corbett of Lynwood (rear left and left front); and Ed Brown of the California Speedboat Assn. (rear right) and Les Gordon of Carmichael, Calif. Here the mechanics are holding the trophies won by "Cream Puff" and "Bouncy Barby", the former owned until recently by Ed Olsen, the latter by Ed Brown. "Cream Puff II" is now owned by Tom Davidge.

Willie; third, Leonard A. Tripp; fourth, Willie Miranda, *Vina Mae IV*; fifth, Wm. H. O'Brien; sixth, Ray Morrow, *Rampage*.

E RACING RUNABOUT—First, Paul Terheggen, *Donald Duck*; second, Ed Fletchall, *Honey Bee Too*; third, Guy Wilson, *Flyin' Sauscer*; fourth, Paul Smith, *Little Nell*; fifth, Vernon Dallman, *Scared*; sixth, Dick Scott, *Little Benny*; seventh, Ed Olsen, *Cream Puff III*.



William E. (Buddy) Holloway of Oakland, California Speedboat Association member, whose boat "Screaming Eagle II" was the boat displayed at the San Francisco boat show. Buddy was born in Arkansas, spent three years in the army overseas with the Screaming Eagles of the 101st Airborne Division in Europe. He built his first boat with the help of Bud Morrison. This "Screaming Eagle" he raced for three years and after selling it he bought a Rich Hallett hull, No. 11. With it he won the high point trophy of the California Speedboat Assn. in 1951—the class, 135 cu. inch. Bud's first race was at Owens Lake in 1948. Ask Bud about Salton Sea last year when he won his race in the second heat after changing from menthanol to fuel. In that heat he missed the mile record by only a narrow margin.

Inboards and Outboards At Lake Millerton

There were no records broken at the Fresno inboard-outboard fracas, except perhaps that for number of boats racing and the number of enthusiasm of spectators, so early in the spring circuit.

The race on Lake Millerton was run April 27 at Friant Dam. From north, south and from Florida came 102 drivers, under the sponsorship of the Fresno Motorboat Association. Glenn Burke of Chico missed by one second breaking the C-Service Hydroplane record made a year ago by Bud Wiget in Florida.

Eight boats suffered hull damage due to a submerged rock six inches under the surface.

INBOARDS

E RACING RUNABOUTS (6 entries)—*Donald Duck*, Paul Terheggen, Lynwood. CRACKERBOX (8)—*Pop*, Dan Campbell, Long Beach.

225-CUBIC-INCH HYDROPLANE (9)—*Flying Sauscer*, Keith Black, Lynwood.

266-CUBIC-INCH HYDROPLANE (2)—*If*, Bill Schuyler, Lompoc.

B RACING RUNABOUT (7)—*Wee Willie*, Jack Kelly, Oildale.

135-CUBIC-INCH HYDROPLANE (6)—*Skippy*, John Corea, Coalinga.

PACIFIC HYDROPLANE (4)—*Cherub II*, Dr. Lewis Novotny, Los Angeles.

OUTBOARDS

A HYDROPLANE (10)—*Cotton Kid*, Orlando Torigiani, Bakersfield.

B HYDROPLANE (4)—*C-32*, Don Eldredge, Lakeland, Fla.

C HYDROPLANE (6)—*Air Express*, Bud Wiget, Concord, Cal.

C RACING RUNABOUT (12)—*R-94*, Art Pierre, Stockton.

C SERVICE HYDROPLANE (11)—*May Wait*, Glenn Burke, Chico.

F HYDROPLANE (9)—*Peake's Folly*, George Peake, South Gate.

C SERVICE RUNABOUT (13)—*Weisms*, Manuel Carnakis, Bakersfield.

F RACING RUNABOUT (11)—*Tenderfoot*, Walter Gillo, San Mateo.



by
Ernest G. Swigert
President
Hyster Company

This summer is destined to be one of the biggest in Puget Sound boating history—national championships of many types, Gold Cup, Pacific Coast regatta and a host of other events. We asked SPACE, house magazine for Hyster Company, Portland, to give us this little article telling about the ocean-traversed trip of its president, Ernest G. Swigert, when he came north for the 1951 Gold Cup races . . .

LAST Summer Les Ehmann, our chief research engineer, and I decided we ought to take in the Gold Cup Races held in Seattle on August 4. Les is an old-time racing driver and once piloted Oregon's pride, the *Vogler Boy*, to a world record of some 65 mph. He was particularly anxious to see how boats behaved at 100 miles on top of that. We persuaded Phil Weyerhaeuser to come along, as he has just purchased a boat and wanted to learn something about navigation.

Our boat, the *Vorlage*, is a converted target boat of the last war, only 36 feet long but carrying a 550 hp. Kermath engine. We had added the cabin and considerable equipment which put her speed well below the original 55 miles but still fast for a cruiser.

We planned to make the run from the mouth of the Columbia River to Neah Bay in the Straits of Juan de Fuca, some 156 nautical miles, in the early morning before the typical afternoon nor'wester kicked up too much sea.

We laid up at Astoria Yacht Club Saturday night, and getting a clearance from the Coast Guard on the weather (with the usual prediction of "morning fog along the coast with 10- to 20-mile northwest winds in the afternoon") we left before dawn and had to pick our way out of the Columbia River rather slowly, following the lights. We finally rounded the No. 1 Buoy some five miles offshore and headed north in what looked like reasonable weather.

We were carrying 400 gallons of gasoline and there was some sea, so we were running at about 18 knots. The wind kept freshening, and about one-third of the way up we encountered very heavy seas off the mouth of Grays Harbor. The waves seemed

The Not-Always Pacified Pacific

to be coming from every direction, and we had to run at low speed and even then were pitching badly. Les Ehmann was chief engineer, and I was supposed to be navigator—Mr. Weyerhaeuser was there solely as an observer. After about two hours, however, the navigator and the chief engineer were entirely out of commission and Mr. Weyerhaeuser was doing the steering, asking at frequent intervals: "Where do I go now?"

There was considerable driftwood off Grays Harbor, but we were hitting the water so hard that we never knew whether we struck anything or not. I noticed we were throwing a heavy spray on the port side, but it was too rough to go outside the bridge; and every time I leaned over to try and see what was the matter, I found I had other things to do. The water finally calmed down, but we were not making good progress, and by the time we reached the Umatilla lightship, about 2:30 in the afternoon, the fog was beginning to set in. We decided to run for it and laid a course directly for Tatoosh Island. It was hard to judge our speed since we were obviously being slowed down by whatever had happened to the hull. At our estimated time of arrival we slowed down and for the next 15 minutes crept along, wondering exactly where we were. To the true music lover the sound of a diaphone fog horn may not be the sweetest note, but believe me, it is pure music when you finally hear it in a fog-bound boat.

After rounding the lighthouse we got into somewhat smoother water, and the fog lifted enough for us to see our course. We were able then to make some estimate of the damage,

and believe me, if I had known what it was we would have put into Grays Harbor hours before. After putting the cabin on the boat we had added a sponson to give greater lifting surface, and in some manner part of this had been torn away, which not only acted as a brake to our progress, but left three fair sized holes through which water was coming aboard. As usual the automatic siphons failed to work, and we were probably carrying about two tons of water in the after end of the boat. We could pump faster than the water was coming in, and Les was able to plug the worst of the leaks, so we were not in any actual danger of sinking, but we were just as glad we didn't have to lay offshore all night.

We had used nearly all of our 400 gallons of gasoline to come 156 miles which would hardly win an efficiency run.

After a day's lay-up in Port Angeles where we repaired the boat, we enjoyed a delightful week's cruise in British Columbia waters and the excitement of the Gold Cup Races.

The trip back was as peaceful as the trip up was rugged, and we averaged 20 knots all the way from Cape Flattery to the Columbia River. However, I think the next trip I make north will be on a vessel equipped with a fathometer, radio direction finder, and radar, and in addition, ability to stay at sea for two or three days. Perhaps the captain of the Weyerhaeuser Steamship Line summed it up best. Phil had given him a copy of *Kon-Tiki* and on returning asked him: "Would you think there would be anybody fool enough to start across the Pacific in a raft?" and he said: "No, unless it's you — last weekend. . . ."



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Even One Day in a Boat Is Good Medicine

MORE than 2,500,000 people in the United States today are the proud owners of small boats. That is a staggering figure and definitely proves the important place the small boat, and its inseparable partner, the outboard motor, occupy in the American scene. Time was when only the rich owned a boat but today you are likely to find that your next door neighbor has one stashed away in the garage and, come the week end or holiday, puts it atop his car or on a trailer, and, together with his family, heads for some favorite lake, stream or lagoon, to enjoy the fun. In Southern California most lakes remain open all year around for fishing; then there is the Salton Sea, that fabulous below-sea-level, body of water and the many lakes, sloughs, lagoons within easy access, not forgetting the Colorado River.

All of this means good fishing and, in season duck hunting, or just plain fun; clean, health-giving fun that gets one away from the cares and worries of work, bills, atom bomb talk and taxes. Even a day out in the boat is good medicine and when it turns into a week end camping trip, well, you just can't beat it.

Most of these folks are not speed fans. The speed enthusiast belongs to another class. More power to him. Plenty of space is devoted to him and his activities in the magazines and newspapers, but how often do you hear about the fellow next door? Chances are he uses his boat and motor a hundred times as against one of the fellow who goes all out for speed records.

In spite of the fact that little is said about him, this average chap is the backbone of a vast industry. Without him the builders of small craft and sturdy motors would be in a sad way.

What does Mr. Average Guy look for when he buys a boat, motor, or both?

Safety and dependability, first and above everything else. A boat that, properly powered, will take him and his family out for the day and bring them back safely after a day spent in reasonable comfort.

To get that he must select a boat suited to his needs. It must be sturdy, fairly wide of beam and not too heavy



Mr. and Mrs. Davis, that's Mary on the right and the author of this article on the left, get ready to leave on a boating trip that will include gathering of material for articles and TV.

by J. Charles Davis, 2d

to handle when it comes to launching, putting on the trailer or car top. Then he must select an outboard that is right for the boat he has selected. Over or under powering can spoil the whole set up. Too little power means sluggish going. Too much means danger.

Today there are boats of almost every kind, shape and size to suit the needs of anyone and outboards ideal for each of them. Choice seems to range between the 5 hp and the 10 hp motor with many favoring splitting the difference at 7½ hp. In my own case I picked a Martin 100, after careful consideration. The reason for this was that we do a lot of fishing in the Salton Sea and on the Colorado River and both places have very swift currents to buck. Again, we fish lakes; Martinez, Havasu, Mead and similar places where long runs to and from the fishing grounds are a factor. Then we also use our boat and motor in ocean fishing and in all of these situations the added power is important to us. Ten hp gives us that without adding too much to the weight and it does not cost too much to operate.

Having selected boat and motor there are a number of other safety

factors to consider. A good light anchor, chain and anchor rope, oars and oarlocks, a standard safety can for reserve supply of gasoline. Your careful operator ALWAYS fills his tank and reserve can before starting out. You never know when you may need that extra supply and it is better to have it and never need it than to need it and not have it.

A few essential tools, crescent wrench, screwdriver, pliers, small hammer, will usually be all you need. These should be kept in a waterproof bag (those pliofilm envelopes you can get for a few cents at any surplus store are ideal), spare spark plugs, shear pins, an extra pull cord and some rags; a bailing can, a light that will throw a decent beam and a signaling device of some kind. Mighty handy if the fog settles down or you are out at night and get lost on some of the larger lakes.

A painter to tie your boat up at the dock or on a mooring and a boat hook is not a must but very handy. All of this gear can be stored in the boat if you use a trailer or the smaller stuff can be kept in the trunk of your car if you use a car top carrier. The oars, oarlocks and boat hook can always remain in the boat and your oarlocks should be permanently attached



Boats are family affairs on the Colorado River. Here are pictures taken at the recent Colorado River Pleasure Cruise from Blythe, Calif., to Parker Dam. The route was covered in advance by scout boats for shifts in channel and navigational hazards. Don Greaves was chairman of the cruise, which was sponsored by the Blythe Outboard Racing Club and the Blythe Boating Club. Major stop along the waterway was at Queen Sabe Point; the turn-around point was some 36 miles north of the Blythe Boat Club. The picture above shows part of the cruisers traveling upstream; that below is testimony for a proud hunter when several boats took time out for duck hunting. Patrol boats gave security to the cruise. Aboard many of the outboards were children and pets. For young and old it was a day to be remembered and to be repeated soon.

to the boat so there is no danger of their being left behind or lost. A safety chain for your motor should always be used for motors can come loose and fall into the water. Recovering lost motors is always difficult and sometimes impossible.

A small compass is advisable when boating on large bodies of water.

Lake San Vicente has signs at strategic places all along the shore to point the way back to the landing, but this is the only place that I know of which has provided this very helpful aid. On big lakes, Martinez, Mead and Havasu, it is easy to become confused, a compass helps. Take your bearings before you leave, pick out some landmarks, note in which direction you are going from the camp and all you have to do is reverse the course to get back; if you head north, obviously, you'll be heading south on the return trip.

At Lake Martinez you have Castle Rock, a case in point. It is visible for many miles around and will enable you to head straight back for Jess Fisher's camp from any place on the lake.

It is always a good idea to carry a canteen of drinking water, a First Aid

Kit should be included. A small one will serve very well. Of the utmost importance: life preservers for every member of the party. These need not be bulky or burdensome. Any approved safety cushions will do. They should have hand grips to hold on to if in the water. Life jackets are good and, if any small children are in the party, they should be made to wear them while on the water.

It is always well to consult with those who are familiar with the lake you are visiting for the first time. On some large bodies of water a sudden wind can mean disaster. Even though the weather may look good to you it is better to stay ashore a day if warned that a blow is expected. I've been caught in some of those blows, and, believe me, they can be plenty dangerous.

A small boat, properly equipped and handled with ordinary care and intelligence, is just as safe as your automobile, in fact, a lot safer. If you feel that you do not have sufficient experience to select the boat and motor best suited to your needs, be guided by the advice of the manufacturers.

The maker of the boat will know what horsepower will give best results with that particular craft. Be guided by his advice. If you already have your boat, let your outboard salesman advise you; he can tell you what you should have for best performance.

Owning a small boat can be a lot of fun, it is not an expensive hobby. In fact, it will pay big dividends in health and happiness for the entire family, as more than two and a half million boat owners have found out.

Water Skiing In A 500-Foot Pool

Chico, California, sponsors a Water Ski Festival, which is believed to be the first water ski meet to be held in a swimming pool. This year's event, the fourth, will be on Sunday, May 18, in 500-foot long Sycamore Pool.

Operational mechanics are unique. Two 700-foot tow ropes are used alternately in conjunction with pulleys which are suspended from overhead cables. Motive power for the skier is accomplished by the use of a four-wheel-drive jeep attached to the ropes. Telephones and handy talkies are used for communication between starter and jeep operator.

Boats powered with outboard motors are used to return the tow lines to the starter. Except to tow skiers who do comedy routines, they are not used to pull skiers during the show.

Roy F. Beach, who made the first jump in the pool, and is chairman of this year's festival, says that water skiing for pleasure is quite an important activity around Chico.

Pacific Power Boat Club

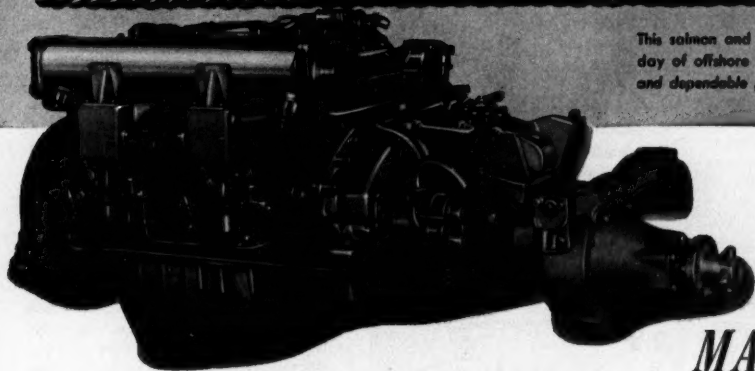
Pacific Power Boat Club, San Diego, has at the helm this year Joe DeSouza, who is a record holder in stock outboard racing, driving a Koehlercraft, made in San Diego. William P. Trammell, formerly associated with National Steel and Shipbuilding, was elected vice commodore; Doug Hunt, who operates a boat and marine business on Mission Bay, is now rear commodore; Mrs. Ella Jackson, secretary; and Bob Jackson, race chairman. A newly formed ladies auxiliary is headed by Trudie Maurer with Mrs. Lottie DeSouza, vice commodore.

This club sponsors many races held on Mission Bay, DeAnza Cove in particular. The Southern California championships for racing outboards are scheduled for this water in August. The club has leased space with the San Diego Speedboat Club's new clubhouse on Harbor Drive and has a membership of 45 racers.




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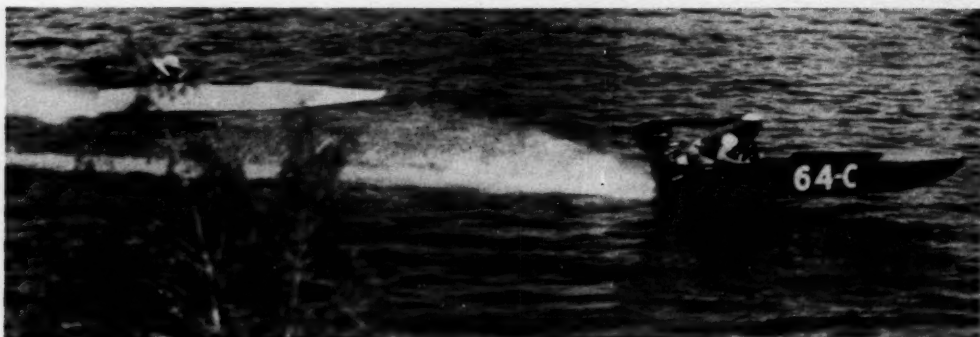
NAME _____

STREET _____

CITY _____

STATE _____

TYPE OF BOAT OWNED _____



Today's stock outboard runabout, a far cry from the "fishing boats" which began the stock outboard racing frenzy. This is Ray Hamilton, winner in a recent race at Blythe on the Colorado River. The class is B utility. Hamilton is from Pasadena and drives 64C.

Stock Outboard Racing Is Here to Stay

by Ed Craven

Commodore, United Speedboat Association

IN mid-summer of 1948, a rumor began to circulate throughout Southern California that there was going to be a race for the outboard fishing boat owners on the Colorado River. General talk had it that only stock outboard motors would be used, and that the race would be somewhere between 75 and 100 miles long.

Inquiries sent to Needles, California, substantiated this talk, and sure enough, we were to have a "Hudson River Marathon" on the Colorado River late in October.

This was one of the first big attempts on the Pacific Coast for a stock outboard race, and it turned out to be a first-class affair. There were classes for all sizes of stock outboard motors, and they were to be run on strictly family-type sport fishing boats or runabouts. This caused a lot of activity among the fishing boat owners around Southern California who had it all figured out as to how they could win this marathon. Automobile junkyards did a land-office business in used gas tanks for these boats, and everyone was trying to figure out some sort of a fool-proof "Rube Goldberg" fuel transfer system that would allow them to run 85 miles without stopping to refuel.

For several days prior to the race date, there was practically a parade of these fishing boats heading across the desert (one boat was even towed by motorcycle!) to Needles and To-pock Bay in Arizona, where the actual start of the race was to be held.

When all of these boats were gathered together for inspection before

the race, it looked like a boat show and display staged jointly by the manufacturers of every make of sport fishing boat in the country, and there wasn't a boat there that even vaguely resembled the high performance stock racing runabout of today.

Many people have ventured the same question since the original west-coast marathon—"Why don't you still run sport fishing boats?" There are several reasons why. Naturally, everyone who has gone into stock runabout racing (formerly known as "stock utility") has attempted to put together an outfit that is unbeatable.

Possibly we would still be running the fishing boats if the original stock utility hull rules, as published in the 1949 APBA rule book, had not been "junked" before the ink in the book

was barely dry. When these rules were rescinded, the stock outboard driver had a lot of room in which to move, and as a result of this experimentation with various hull designs and features, an entirely new type of boat was created.

The drivers were governed only by the fact that the boat had to be a displacement type of hull, capable of carrying so many passengers at so much weight for each class, and had to weigh a minimum of 7 lbs. (unladen) per cubic inch of piston displacement of the engine he had chosen to use. Beyond this, he was practically his own boss as long as his hull complied with that elusive "ghost" known as "the spirit of the rule."

The first natural thing was to buy or build a boat with a racing-boat bottom and a fishing-boat topsides. This brought about the evolution of today's stock outboard racing runabout which is neither fish nor fowl, in that it isn't a strict outboard racing runabout because it has two cockpits capable of accommodating several passengers. Yet it certainly isn't a fishing boat in the strictest sense of the word as the racing bottom design is intended to provide maximum speed for the driver alone in contrast to the aim of a smooth comfortable ride for passengers and drivers alike in a true sport fishing boat.

This stock outboard racing has really "caught on" all over the country during the past three seasons and the number of stock outboard drivers registered with APBA is growing by



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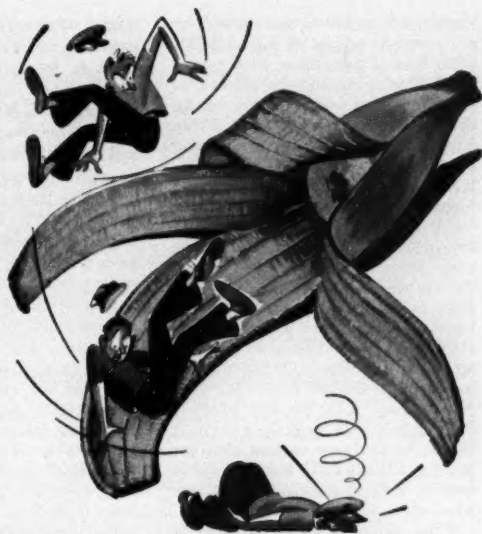
CANVAS PRESERVATIVES—For waterproofing and preserving canvas covers, etc.

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leaps and bounds—in fact, these drivers number nearly as many as all other types of power-boat racers combined. This condition naturally causes “growing pains”—not only among the drivers but among boat and motor manufacturers and the “powers” who attempt to govern and direct the activities of these hundreds of eager mustangs of the waterways. These “growing pains” are further increased by the fact that once again hull dimensions are to be included in the rules of stock outboard racing, which, after giving the drivers a free-rein for some three years, will cause considerable hardship and “gripping” among those whose hulls fail to measure-up in some small way or another. All of these rules become effective on March 1, 1953, with the exception of the compulsory seating arrangement in Classes C, D, E and F which will be in force during the 1952 season.

When you once get the boat-racing bug you really stay bitten, and the invariable problem is: “How can I go faster?” The natural answer to this, as far as stock outboard racing is concerned, was to start racing Hydroplanes—those little “Conventional” and “Three-point” buzz-bombs of the water courses.

The Stock boys weren't going to leave these fascinating little hulls to just the inboard and outboard racing

classes, so as early as 1950 some race sponsors were staging stock hydro races at unsanctioned regattas. In 1951 the Stock Outboard Racing Commission of the American Power Boat Association accepted the Class A, B and D stock hydroplanes on a one-year probationary basis. Although no records in these classes will be recognized until after March 1 of this year, drivers all over the country have been doing a lot of practicing, and a stock outboard race with the hydros is a thing of the past.

If we could get a clear perspective of the complete stock outboard racing picture, based on its growth to date and the trends that have been evidenced, it is only logical to conclude that the hydroplane classes are going to grow phenomenally, and, quite possibly, it won't be too long before there may be an absence of a front cockpit in the runabout hulls.

The front cockpit could become a serious hazard in case of a head-on collision with any solid object or another boat, as the driver could very conceivably be thrown head-first into this open hole with much more chance of serious injury than if he were thrown over a solid deck. Also, this strict “racing type” of runabout has a much narrower rear cockpit, affording the driver better balance and boat control, with much less

chance of his being thrown out of his boat.

Time alone will tell what the stock outboard drivers want in the way of boats, motors and rules, but one thing is certain—stock outboard racing is spreading over the country like wild-fire, and the program will continue to grow as long as we run stock engines where there are no “speed secrets” for the uninitiated to bang his head against! After all, what other type of boat racing allows you to run a motor with which you can fish to your heart's desire, go skiing when you wish, just boating or riding whenever the urge strikes you, and then go out on race day with the same motor and bring home a trophy to brag about. Yep, stock outboard racing is here to stay!

♠ ♠

Madden & Lewis Increase Berthing

Twenty new berths are being added to Madden & Lewis' Sausalito Yacht Harbor, according to officials of the company.

Lottie D. 34-foot trunk cabin cruiser owned by Peter Drury, is being repaired at Madden & Lewis Co., Sausalito, as is Herta D., owned by Dimitri DeEugene. Both men are members of the Sausalito Cruising Club.

Portland Opening Days

(Continued from Page 17)

in charge of the cruiser race, with Frank L. Nau as starter. Others on the committee were Stewart Davis and Jack Huber of Rose City Y. C., Bill Ellis, Herbert Krumbein and Robert Smith of P. L. C., and Al Lovering and Bart Woodyard of CRYC.

Officers of the Columbia River Yachting association present on the official review boat were William L. Marsh, president; Al Downes, Astoria, vice president; and Kenneson H. Brookes, secretary-treasurer.

Your Next Regatta

(Continued from Page 5)

limitations on the use of a portion of the navigable waters by other interested parties, in which event the plans should be submitted not less than 60 days prior to the start of the proposed marine regatta or parade.

Any use you make of this material will be greatly appreciated by the Coast Guard and, I am sure, will be welcomed by groups which wish to sponsor marine events.

L. H. MORINE
Captain, USCG
Chief, Public Information
Division



Sausalito Has New Nautical Retreat For Yachtsmen

An attractive new rendezvous for yachtsmen to gather in and chew the fat is the “Chart Room”, installed by Bauman Bros. and Dick Miller Associates at the marine supply and equipment store in Sausalito. The room is papered on one side with charts of far away isles and harbors, and is attractively decorated with various marine and South Seas knick knacks. View windows look out over Sausalito Yacht Harbor. Coffee tables are made of large port lights. Snapped at one informal gathering are: left to right—Commodore Robert Hoeckele, Sausalito Cruising Club, skipper of the “Lelabob”; Chef George Gooding, getting some suggestions from Henry R. “Hank” Bauman, Sausalito Cruising Club, and partner in Bauman Bros. & Dick Miller Associates; Dimitri DeEugene, Sausalito Cruising Club, and skipper of the “Herta D.”; Mrs. Robert Hoeckele; Charles H. Klute, Sausalito Cruising Club, and skipper of the “Mayflower II”; Mrs. Kay Vowels, wife of Bauman Bros. & Dick Miller Associates store manager, Joe Vowels; and Frank Colo.

IT'S SUMMER! Well, almost. The \$64 question is—are you going to Command a 1952 Chris-Craft?



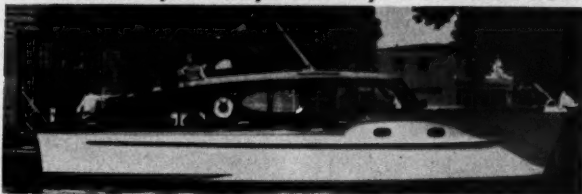
KEN WILSON

says

"Ride into the Summer picture with a Chris-Craft..."

see me for used boats, too!"

Here's a boat you and your family would love to own



BEAUTIFUL 42-ft. Double Cabin Flying Bridge Cruiser has facilities to double as a plush resort home; large master stateroom aft; paneled deckhouse with passage to bridge; dinette; galley; 2 toilet compartments; cabin forward. Sleeps 8. Twin engines, speeds to 23 m.p.h. Dual controls, extra.



or this —

A Truly Magnificent Cruiser — 50' "CATALINA" Flying Bridge, Dual Control, Twin-Screw Cruiser — the ideal sport fishing boat, with all the built-in safety, luxurious appointments and conveniences for family pleasure afloat. Note the ample cockpit for sport angling.

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Two tips to help you enjoy even better ship-shore service...to make it easier for you to receive calls which mean more business, more safety and comfort at sea—

1. Make it a practice to call ashore regularly each day to see if any calls are being held for you.
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For extra convenience, install selective signalling...and operators will dial you directly!

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... the super anti-corrosion element in our "MICHALLOY-K" metal that makes Michigan wheels last as much as three times longer than propellers made of ordinary manganese bronze. In addition you'll get the ultra-smooth, vibrationless, efficient propulsion that results from superb design and the absolute precision of our exclusive "MACHINED-PITCH" process of manufacture. For every phase of motor boating — Inboard and Outboard — pleasure and commercial. Sizes 3" to 60".

MICHIGAN WHEEL COMPANY Grand Rapids 3, Michigan

AQUA-MASTER
Finest all-around pleasure wheel.

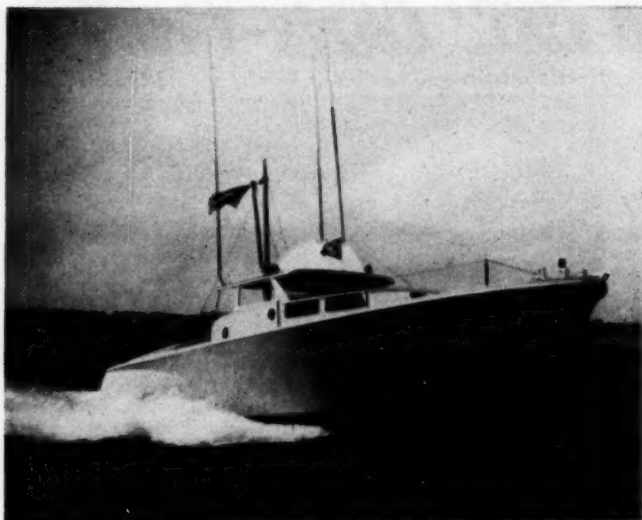
HYDRO-DYNE
For super-speed and thrust.

M-P
Best for lower R.P.M. and commercial use.

WIRELESS
For speed and steady waters.

AQUA-KT
Outboard racing wheel for 7% H.P. and up.

Strong, Safety-Hull for Paul Berry's "Langoosta Too"



"LANGOOSTA TOO", new 42-foot, V-bottom sport-fishing boat, by Kettenburg Boat Works, for Paul Berry, shows her 25-mph speed in San Diego harbor. Powered by two Chrysler Royal Specials, 165-hp, 8 cylinder, the wood hull was especially designed for high-speed outside cruising off Southern California.

LANGOOSTA TOO is a fine example of a twin-screw sport fisherman designed and built to stand an ocean's buffeting at high speed. The name is a bit of a misnomer because her owner, wealthy Paul Berry of San Diego is no lobster fisherman, but a first-class angler for the big-game variety such as marlin, swordfish and the tunas.

The boat was built by Kettenburg Boat Works, the Harbor of the Sun yard that has turned out many fine designs such as the racing-cruising sloops, PC, K-38 and PCC. Too, the Kettenburgs gave the Albacore fishermen the most successful of her kind ever built in the K-38-A.

Essential design for *Langoosta Too* followed a typical Kettenburg original. George W. Kettenburg, Jr. and Charles A. Underwood got together in the loft and laid her out on the floor. Then Paul A. Kettenburg got in on the act for the engineering.

Paul Berry, no amateur when it comes to ocean operating, wanted a sleek, streamlined hull that could get up and go outside without shaking herself to pieces, or make necessary frequent trips to the "bone setters" for skipper and his angling guests.

Actually there is enough strength in the wood hull to achieve, with

safety, 50 mph. if such power engines ever should be installed. This, of course, will require much more power than the present pair of capable Chrysler Royal Specials, turning an easy 3600-rpm and driving the boat at better than 25 mph.

Propellers are Michigan Aquamaster, 20-inch diameter by 18 pitch. Reduction is 2-to-1 for the 165-hp 8-cylinder power plant. Shafts are Monel metal, with Goodrich Cutless rubber bearings; rudders are bronze.

Dimensions of *Langoosta Too* are: Length, 42 feet; beam, 13 feet 4 inches; depth, 3 feet; transom stern. Bottom is a deep concave V, running full length of the hull, which has the effect of literally "laying out" the waves; gives the boat her easy-riding qualities.

Keel is 4 inches by 16 feet, fir, bolted to shape. Planking is $\frac{7}{8}$ -inch vertical grain, DF. The hull gains its greatest strength by use of many bulkheads, extra heavy $\frac{3}{4}$ -inch mahogany-faced plywood, acting as knees to give stiffness. The boat is completely bronze-fastened.

No beams are used in the deckhouse, which is of $\frac{3}{4}$ inch plywood, the whole being shaped to achieve flexibility, yet molded in flowing unity of strength and support, such as the

Kettenburgs originally evolved with the PCCs.

Following the deck arrangement, there is a good-sized space forward for fishing, with a life-line to protect. Amidships there is a trunk cabin; then the pilothouse and large, self-bailing cockpit aft, equipped with a live bait tank, with electric pump for circulation. Atop the pilothouse are the top controls so necessary when the vessel is scouting for the big-game fish.

For navigational aids the *Langoosta Too* has a Photo-Electric Pilot, and a Fisher "Mate" radiotelephone and direction finder. For auxiliary power, an Onan 500-watt plant, water-cooled is installed. The vessel sleeps four.

✦ ✦

"Sea Witch" Repowered

The 1951 Honolulu race winner, *Sea Witch*, the 36-foot angleman ketch now owned by Lou Rosencrans of Los Angeles, was recently repowered by the South Coast Co. of Newport Beach, Calif.

Utilizing the off-center shaft originally installed, the initial 25 hp Gray Sea Scout engine was replaced by a Gray Lugger model 4162 marine engine rated at 42 hp at 1800 rpm's. This engine weighs only 620 pounds including reduction gears and on this boat has been adapted to a fresh water cooling system.



Charlie Davis, yard supt., South Coast Co., who was in charge of the installation of Gray Lugger in the "Sea Witch."

PERKO ITEMS FOR SMALL BOATS



LIGHTWEIGHT SAIL BOAT BLOCKS

Fig. 802

Lightweight, Strong, Low Price in either Brass or Aluminum.

SILENT SNUBBING WINCH



Fig. 937

Cast Bronze or Aluminum, no ratchet, no spring . . . Noiseless, Smooth.

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PLASTIC FLAG POLE LIGHT



Fig. 551

Fig. 551 Mahogany Color, Fresnel Globe, 20" high. \$4.50 each.

ALUMINUM FLAG POLE LIGHT

Fig. 625 Polished Finish, Fresnel Globe, 20" high. \$5.50 each.

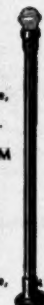


Fig. 625

BOAT COVER SOCKETS



Fig. 578

For preventing sag in boat cover, used with a length of wood lattice inserted in each socket.

the Amcco Log

We are mighty busy here at AMCCO and making excellent progress on the new AM-class Minesweepers. Some one of these days in 1952 there'll be a launching. This picture gives you some idea of the big task ahead.



★ We can use more men, particularly good carpenters and electricians.

Look for next month's Amcco Log

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AQUA-CLEAR FEEDERS



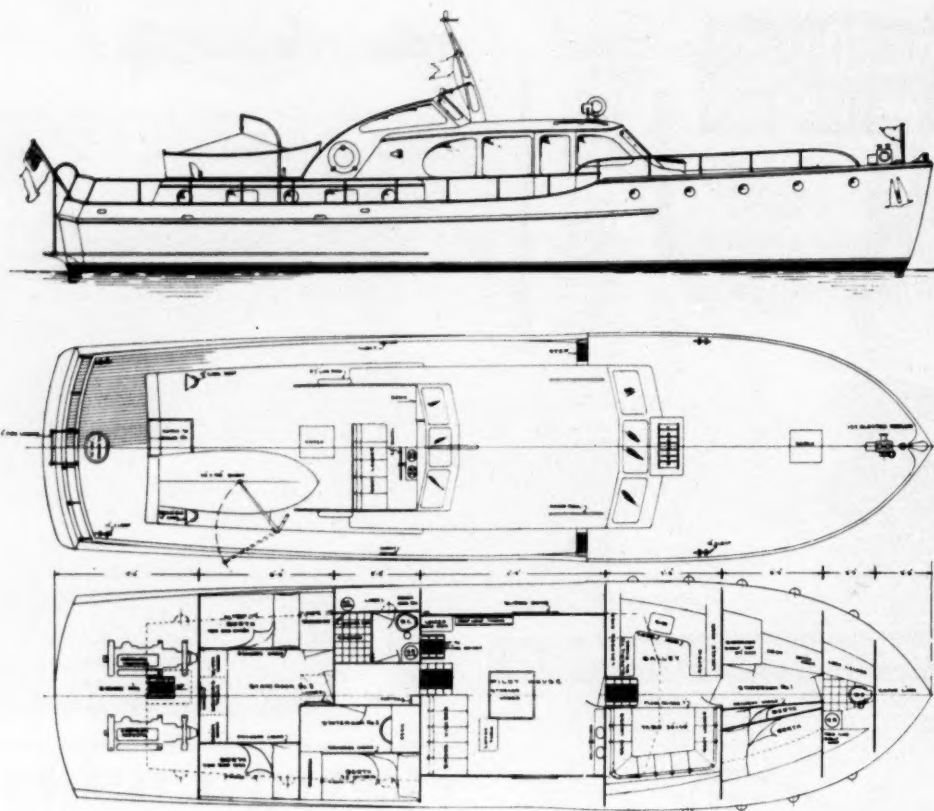
TAKE THE BITE OUT OF SALT WATER

An AQUA-CLEAR FEEDER will double the life of any marine engine! A clean engine, No Rust—No Clogging. AQUA-CLEAR FEEDER stands guard against costly damage to any engine by salt water. No extra holes through the hull, simply install between the water pump and the sea-cock or between pump and engine. Simple to operate, easy to install AQUA-CLEAR FEEDERS have no moving parts to wear out. Made of clear plastic it will last a lifetime. It overcomes all the disadvantages of salt water cooling.

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ESTABLISHED SINCE 1882



"Tolly VI" Designed To Owner's Ideas

BY now Mr. R. M. Tollefson of Longview, Washington, has a pretty good idea what he wants to have incorporated in a pleasure boat.

The craft now building from the plans of Edwin Monk, Seattle Naval Architect, and shown here, is the sixth boat that Mr. Tollefson has built for his own account. The first boat was Tolly I, a 26-footer, and the current boat a-building is Tolly VI—designed by Ed Monk from preliminary plans by the owner and the third of the series from the same designer.

Overall length is 56 feet; beam is 14 feet, 4 inches; draft is 3 feet, 6 inches. The hull is a bent frame round bottom Monohedron. Power is supplied by two 160-hp. Chrysler Majestic V-drives with a 2-to-1 reduc-

tion gear; propeller shafts are 1½-inch Monel. There is a Morse clutch and throttle control, 2 stations. Fresh water capacity is 260 gallons, fuel 600 gallons. There will be a 1000-watt Onan water-cooled auxiliary generator, a 30 amp., 12 volt Constavolt shore charger, and a Crowell fresh water system. These three items were supplied by Fremont Electric of Seattle.

There will be hot and cold running water, hot water heat, ship-to-shore telephone and a radio direction finder.

The hull is planked with 1¼-inch red cedar above the waterline and Alaska cedar below, with wedge seams. The decks are teak and the superstructure mahogany.

Mr. Tollefson is a member and past

Commodore of the Longview Yacht Club and his sea experience includes skippering a large ocean-going tug for the U. S. armed services during World War II. He has brought most of his boats up the coast for a cruise on Puget Sound and plans such a cruise in the new boat.

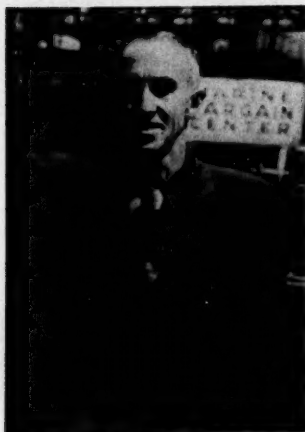
† †

Astoria, Oregon, which was the scene for years of one of the famous Regattas on the Pacific Coast, is co-operating with the Astoria Yacht Club on tentative plans to renew the event. The Astoria Salmon Derby, a straight "everyone participates" affair has taken the place of the Regatta in recent years. If the latter is revived, both will be held, but possibly at different dates.

Northwest Marine Men Elect Gibson

THE Tuesday, April 29, regular monthly meeting of the Northwest Marine Industries, Inc., held at the Seattle Yacht Club, was the first meeting of the new organization year and saw the new officers in their first meeting.

Russell Gibson, Marine Bargain Center, is the new president, succeeding Moore McKinley, of Fremont Electric.



Russell Gibson, president.

A. V. Evans, Evans Engine & Equipment Co., is vice-president, and Joe Glass, Maritime Shipyards, is secretary.

New members on the board are: C. R. ("Chuck") Evans, Evans Engine & Equipment Co.; T. M. Rowlands, Lockhaven Marina; and R. L. Enslow, Seattle-First National Ballard branch.

Holdover board members are: James Chambers, Chambers & Franck; David Boyde, Tacoma; John M. Haydon, Seattle; Edwin Monk, Seattle Naval Architect; Jerry Bryant, Bryant's Marina, and Russell Gibson. James Ballard remains as attorney and law advisor.

At the April 29 meeting Hollis Farwell, traffic manager of Alexander & Baldwin, was the speaker with the topic, "Maritime Seattle."

The Marine Industries still has a late Fall boat show under consideration. There have been a number of factors holding back on a final decision. Tentatively, mid-November is the date for the show, if it is to be held.

New Coast Guard Commanding Officer

Admiral N. H. Leslie, Commander of the 13th Coast Guard District, has announced the transfer of Lt. Carl D. Eubanks to the Coast Guard's Tongue Point Depot at Astoria as Commanding Officer, and replacing Commander Victor A. Johnson who takes command of the Seattle Coast Guard Base.

Lieutenant Eubanks' transfer is effective the 15th of April. He has served in Seattle as Chief Military Personnel Section of the 13th Coast Guard District since August of 1949.

Another Hydrographical Survey Vessel For B.C.

The 180-foot former U. S. minesweeper Marabell, which for several years since the war was operated as a private yacht by Dr. W. G. Ballard, dog food manufacturer of Vancouver, B.C., has been acquired by the Canadian government and will be used as the third hydrographical survey vessel on the British Columbia coast.

Extensive alterations are planned, and tenders were to be called during May with a view to having the vessel ready to go to sea again.

The VERSATILE GRAY 244's

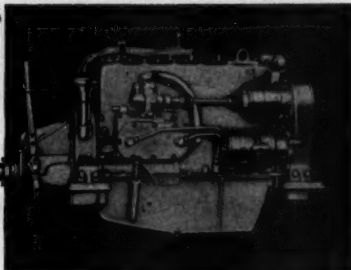
...NOW WITH
ROTO-VALVES

83 H.P. at 2400 rpm.
LUGGER SIX-244

102 H.P. at 3200 rpm.
EXPRESS SIX-244

115 H.P. at 3400 rpm.
MODEL 115

130 H.P. at 3600 rpm.
PHANTOM SIX-125



All Gray 244's have an improved water circulation system introduced in 1950, to hold water jacket temperatures uniformly within ideal limits at all times. All have bronze valve guides, a quality feature you don't get in ordinary engines. Bronze affords more rapid transfer of heat from the valve stem. And all have Roto-Valves, the patented design that provides a positive relation of the exhaust valve so that it seats in a new position with each lift. This preserves good register between clean surfaces at valve seat, prevents carbon accumulation, warping and valve burning. No extra charge!

There are four distinct models, differing in their speeds and loading. At one end of the applications we offer the LUGGER SIX-244, a model designed for lugging big slow-turning propellers in heavy boats. It delivers 83 H.P. at 2400 rpm., the biggest horses you ever saw, like the big horses that pull plows and hay wagons. You can't beat a GRAY LUGGER for brute force at low speed.

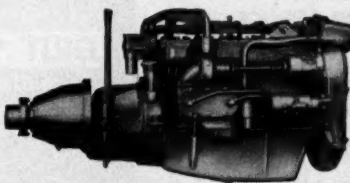
And at the other end of the range you find the great PHANTOM SIX-125, delivering a full measure of 130 H.P. at 3600 rpm., for lighter

boats that require a fast-turning propeller. These are the sleek, powerful horses that win races. They need stamina and endurance, and they need speed.

In between are the Cruiser models, EXPRESS SIX-244 and MODEL 115, worker engines with exceptional qualities of smoothness, economy and good idling. **COMPARE PRICES:** our high volume on these engines makes possible lowest costs. Compare the quality features and the equipment, and you will see the extra value.

GRAY MARINE MOTOR COMPANY

710 Canton Avenue
Detroit 7, Michigan



The model illustrated above, as built in quantity under contracts for the Corps of Engineers, U. S. Army, shows the availability of standard equipment. This has built-in fresh water cooling system, radio shielding, and reduction gear offered upward for reduction of torque. Only Gray has a factory-engineered and built-in fresh water cooling system available on all models.

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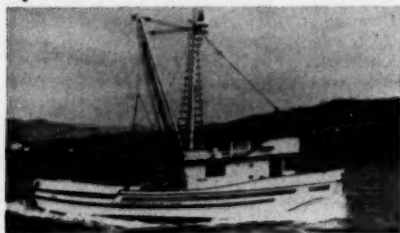


**MARINE
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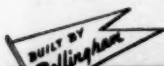
Get all the facts. This big 36-page catalog is FREE to boat owners.

BELL SHIP REPORTS

WE'VE given you progress reports on new yard facilities and the minesweeper work. But were too busy "getting ready" to say much about the purse seiner "Yankee"—finished just before we got so busy . . .



"YANKEE": Owned by Paul, John and Robert Glenavich; length, 57'; beam, 16' 9"; molded depth, 6' 4"; power is GM Series 6-110 diesel; hull a combination of select fir, oak and yellow cedar; Monel tail shaft and Goodrich Cutless bearings; well equipped. Innovations: Crow's nest at mast head and hawse pipe for center-line anchor hauling and stowage.



Look for next month's
"Bell-Ship Reports"

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SQUALICUM WATERWAY
BELLINGHAM, WASH.

PORTLAND CHRIS-CRAFT HEADQUARTERS STAFF JENNINGS, INC.



SEE CHRIS-CRAFT . . . Page 4 . . .

See Chris-Crafts on display at Staff Jennings, Inc., West end Sellwood bridge, Portland, Oregon.

COMPLETE SALES AND SERVICE

Staff now has a complete line of Chris-Craft boats, ALL NEW FOR '52. Sizes 8 to 62 feet.

SMALL DOWN PAYMENTS . . . EASY TERMS

We do our own financing. No sale of contracts to finance companies.

There's a Chris-Craft boat for every price and every purpose at Staff Jennings, Inc.

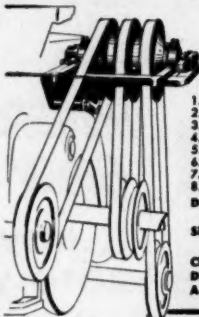
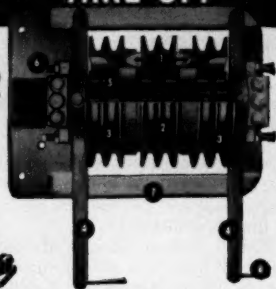
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1. Cone clutches.
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4. Engaging levers.
5. Sealed ball bearings (no lubrication necessary).
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Double Belt Model shown in above cutaway.

Wt. 25 lbs.

Single Belt Model as shown at left.

Wt. 25 lbs.

Chain or lever operated.

Direct or remote control.

Adaptable to any engine.

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3 New Amazing Rubber
Emulsion Sealers to make all
types of craft absolutely waterproof!

SEALER "900"

— an overall fluid
sealer for small cracks and leaks.

SEALER "800"

— heavy "mastic"
for openings and deck seams up to 3/8".

SEALER "700"

— same as "800"
except black for contrasting deck
seams.

GRIT "500"

— rubberbase nonslip
surfacing for inside bottoms of small
boats, also catwalks etc. on larger craft.
Applies with brush.



See your dealer or write for complete information on these sensational leak-proofing rubber sealers.

MARINE PRODUCTS, INC.

53 High Street

Oshkosh, Wisconsin

He Builds Good Boats Without Use of His Eyes

"THERE are no handicapped people!" claims Arthur Barnes of Victoria, B. C., who builds boats of unusual design. And he ought to know for he lost his right hand and the vision of both eyes in a blasting accident when he was ten years old. "But there are people who try to impress the existence of a handicap on you. A blind man is just as able to earn his living in many different ways if the general public and industry would accept him. And a blind man is often more particular and critical of his work than a sighted man because he's got to be and because touch often reveals what the eye does not see," he reasons.

Here again he speaks with authority for Art has great accomplishments to his credit.

He was always "crazy about boats and the sea" so when he met Peter Clowes, a draftsman in the naval dock-yard, their mutual love of nautical affairs drew them into close companionship. Peter read a great deal about boats and their construction to Art. To teach him their design and shape he would cut out paper patterns and let Art familiarize himself with them or he would trace illustrations and help Art follow the outline with his finger. There were long discussions about technical details of construction till finally Art just had to build a boat himself.

Peter would explain how a sighted man would do a certain part of the work and then Art would adapt that method to his limitations. Blue prints were pin-pricked. At first Peter helped him but, always an independent man, it was not long before Art found he could manage on his own with Peter to check results.

His first venture was a flat-bottomed row boat which he sold for \$40. Encouraged by his success he built a yacht tender and sold it for \$100. Now in the cellar, below his confectionery store—for boat-building is his hobby and not his full-time work yet—the hull of a boat resembling that of a sailing schooner is tak-



Arthur Barnes takes the measurements for spiling, with Yankee spring callipers, from the hull of his boat.

Art Barnes, of Victoria, hasn't let the loss of his eyes and one hand handicap his love for boats and boatbuilding.

by Marjorie MacEwen

ing shape. The rig, he says, will be more that of a sloop.

Art tries purposely now to build boats of more unusual design as he cannot compete with those of easy commercial construction. The difficult handwork of the more complicated models is a challenge to his skill and ingenuity and he aims to build a reputation for himself by turning out high class boats of good sound construction; also he wants to show the world a blind man can do it!

He has devised his own method of spiling or shaping the planks for his boats. A "spiling batten"—for the benefit of those who do not build boats—is a straight-edged board, usually clamped to the ribs of the boat, from which measurements are taken to give the curve of each plank of the hull. Art has two identical spiling battens. One is clamped in position to the hull, the other is tacked onto the plank to be spiled, on his work bench, both having nails—

with points just tapped in—marking the places to be measured. Then, where the sighted builder would use steel tape and combination square for measuring the spiling, he uses Yankee spring callipers. He makes the measurement he needs from the hull and transfers it to the plank which is being spiled out. All points are marked with nails. These nails finally give him his curve to which the board must be sawn if it is to fit perfectly against the one below it. The next step is to nail a piece of flexible material, usually a strip of wood with a good spring to it, to the plank just inside the line of nails, marking out the curve. He then saws, with a compass saw, following the curve but $\frac{1}{4}$ -inch away from it. This last $\frac{1}{4}$ -inch he takes off with a plane.

A special "fence"—made roughly from some scraps of lumber—is clamped to his plane to help him keep the edge of the board square, as it is difficult for a blind person to know when he is tipping the plane slightly sideways.

For many years Art had simply a steel hook on his amputated arm, but recently he acquired an artificial hand which is a great aid in his boatbuilding. He has an adapter which enables him to operate his electric drill in his right hand (artificial). By a movement of a muscle in his left shoulder he pulls a thin cable at-

tached to the harness of the hand and this pulls a switch which turns the power on and off the drill. This leaves his left hand free to steady the drill.

Asked how he managed this operation before, he said, "Previously I would find the point and place the drill in position with my left hand and keep the drill there with my forehead, leaving my hand free to pull the switch and square the drill." He laughed and added, "This was really using the old head and in certain positions round the boat I still have to do it."

He sometimes finds a small block of wood useful for keeping the drill square.

Next to boat-building Art enjoys life most when he is out sailing with one or two good friends who accept him as one of them and laugh if he does anything foolish.

He loves to tell this story on himself: "One day when I was out with some friends in a salmon trawler there had been a gale blowing for three days and we were in the tail of it. We were on the west coast of Vancouver Island where the seas roll all

the way from Japan with nothing to stop them. I had been pestering the boys with questions about what the sea looked like and how high the waves were. Finally one of them said, "Go on up on deck, hold on to something and put your arm out and find out how high they are."

Up I went and hooked my right arm in the shrouds and when the next wave came I sure found out! But the boys had a darn good laugh and so did I and that's the way I like it."

Art Barnes address is 3586 Quadra St., Victoria.

• •

LET'S SEE YOU "OLD SALTS" TRY THIS IN YOUR RIGGING

ACAR skidded to a sudden halt near the embankment overlooking the pleasure boat slips near the Henry Ford drawbridge in Los Angeles Harbor. An elderly couple, their eyes fastened on two objects swinging in the tall rigging of one of the moored boats, climbed out, their mouths open with mixed fear and astonishment.

"Look at those kids!", they murmured to each other, never taking their eyes from the rigging. "Doesn't

that just make your blood run cold?"

This is a week-end occurrence at the Lighthouse Landing on the back channel of Terminal Island. Sometimes the bank will be lined with a dozen sightseers, some with cameras, all with jaws sagging in amazement.

The objects of all this are two young girls, Joi-Gee and Ingrid Holmquist, who can be seen climbing, spiraling and flipping about in the rigging 50 to 60 feet above the deck of a 50-foot ketch moored in one of the slips.

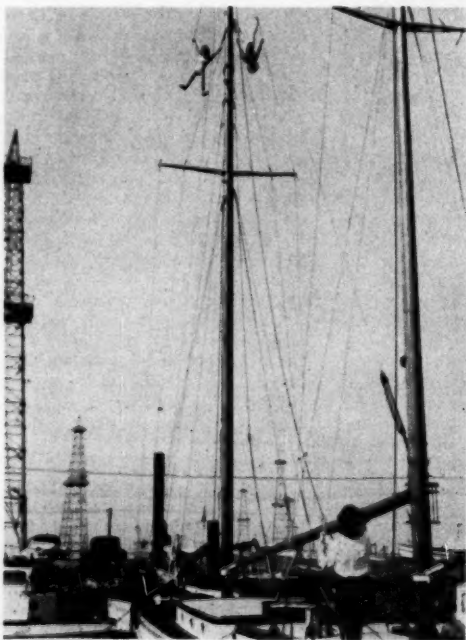
The boat, you see, is their home. Under the guidance of mother and daddy Holmquist, the two little girls have become accomplished professionals at climbing rigging. As is the back yard, the vacant lot or the nearby playground for most kids, the rigging of the *Misty Isles* is the recreation area for these tots. They are as at home at the peak of the foremast as are most youngsters in a tree.

Ingrid, now four years old, was born on the boat. Joi-Gee, now 10, has had a bit more practice at the "high-wire" game than her younger sister, though Joi-Gee now has only a slight edge over Ingrid only because her arms are longer. Neither has any fear of height.

Hooking their toes around the cable rigging, they race upwards, swing to and fro on the diamond struts, then climb up to the peak of the mast where they hang upside down, turn somersaults, make faces at each other and cavort in a generally healthy, though nerve-racking manner. If Dad, securely laced in a bosun's chair, is working on the rigging, the girls skid up and down the stays, bringing him tools, sandpaper and even his lunch.

The only problem with their sort of life, claims Dad, is that at school all they want to draw are boats. Worst of all, they don't draw them as their teachers see them, but as the kids see them looking down from the peak of the mast.

What the future holds for these two girls is hard to say. Certainly it will be a show worth seeing when a young blade decides, a few years from now, to take the girls sailing and show off the fine points of climbing around the rigging as being strictly a man's domain.



Nearing the peak of the mast and 50 feet up in the air, the little girls start exercising. Joi-Gee, 10, swinging herself upside-down, calls to Ingrid, 4, whose arms are too short to permit her to have as much fun as her older sister. Mrs. Holmquist, watches from the deck.



Bob Jacobsen Wins Grueling 1952 Sammamish Slough Race

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"Holaday"—

A Good Example of Steel Hull Construction

THE custom-built cruiser appeals to two people, the man who wants something different or distinctive and the fellow who must or who wishes to build it in part or entirely himself. These are all ardent boating enthusiasts and they have very definite ideas and many have a decided preference for a steel hull. More people build their own boats than is generally realized, and I can recall at least two dozen now under construction, all the way from 22 feet to a twin screw forty-two-footer.

The nicely-shaped steel hull requires skill and experience, almost a sixth sense in metal working. W. H. Stone's *Holaday*, illustrated on this page, is an example of what can be done with metal in the hands of such workmen. The hull was turned out by the Duwamish Welding & Construction Company. It is smooth and fair and entirely free of the bumps and hollows so often found in the hulls of small steel cruisers and workboats. In small construction the plating, being not over $\frac{1}{8}$ -inch in thickness, is difficult to keep fair and the proper welding sequence is very important.

Steel should be confined to the hull itself; decks, deck beams, cabin sides and floors are best of wood. The wood deck is a natural insulator and helps minimize one of the objections to steel in that it is hot in summer and cold in winter. Plywood is at its best here and can be bolted to a light steel shelf around the deck edge, it makes a strong, stiff and light deck. Three-eighths-inch steel plate is generally adequate and there are plywoods made with a plastic surface that do not require canvassing. They can be painted with non-skid deck paint and are then difficult to distinguish from a canvassed deck. Side decks in this case are narrow, are a continuation of the steel shelf, and are not covered



Holaday, a good example of steel hull construction. Design by Ed Monk & Lorne Garden.

by Edwin Monk, N.A.

with plywood. Deck beams are hung under the shelf and bolted to it with two 5/16-inch bolts in each end.

Wood also serves best for deck beams. Weight and depth considered it is stronger and stiffer than steel and of course simplifies the fastening of the plywood deck. The wood beam to exceed the strength of a steel member must, of course, be much wider, but it is depth and its effect on headroom that we are concerned with, and the width is immaterial.

The main guards are of hardwood bolted to the hull and with plenty of compound under them to keep out the moisture and try and prevent rust piling up back of them. The steel half pipe guard is, perhaps, more practical but is rather severe and offers no resiliency whatsoever. Also a drip groove can be run on the lower edge of the wood guard to prevent water streaking the side of the hull. Raised deck guard is, however, a 1-inch standard pipe and is a whole pipe and connects shell plating with the deck.

Cabin sides are mahogany bolted to a flange on the edge of the side decks with a canvas gasket between. One advantage of this construction

is its water-tightness. A steel boat and house always offers a problem in adjusting the compass and the wood house and deck greatly minimize this.

A fresh water tank was built into the bottom of the hull and occupies two frame spaces under the cabin floor and has a large clean-out plate in top. Gasoline tanks are entirely separate from the hull and rest on wood beds under the cockpit floor. Almost the entire exterior surfaces of the fuel tanks are visible.

The keel is in the form of a box and the bottom of the box is formed by a 2-inch standard pipe. This makes a stiffer keel than the bar keel and the pipe serves as a fresh water cooler for the engine. It runs aft to the strut and forms what would be the skeg on a wood hull. Steel construction lends itself admirably to several little refinements such as this. The transom platform brackets are simply welded in place and the bilge guard made of $\frac{1}{2}$ of a 1-inch pipe extends aft to support the outboard edges of the platform.

Rudder and strut are steel, and here is another economy in that the strut is simply welded up from $\frac{3}{4}$ x4-inch steel flat bar, the hub being extra heavy pipe fitted with a Micarta bearing. The tail shaft is Monel.

Interior of hull is insulated with ground cork imbedded in heavy paint; the exterior is sand blasted and painted with the best anti-corrosion paint.

If we can anticipate the problems involved in any type of construction, we can then take steps to remedy them. In a steel hull, they are rust, weight, electrolyses, insulation (both thermal and acoustic), also the attainment of a fair and smooth hull.



Construction detail on *Holaday*, showing the ribs, the full length flange to which wood and plywood members are attached.

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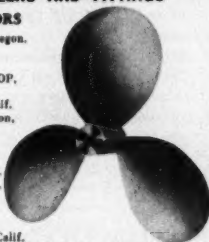
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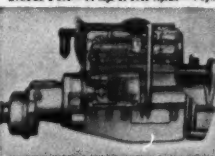
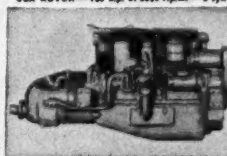
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Who Will Win Gold Cup?

(Continued from Page 21)

My Sweetie or *Hornet*: Strangely, the Horace Dodge racing team is quiet. Encouraged by Mrs. Horace Dodge I, there hasn't been a Gold Cup in years in which they didn't provide top competition. They promised that the "green-eyed monster," *Hornet*, would be back in 1952, tougher than ever. There is word that they have a new, smaller *My Sweetie* along the traditional Hacker design. What will Dodge, driver Walter Cade, et al, come out with? Will Guy Lombardo be at the wheel of one of these boats? One can't rate the Dodge boats because of lack of public information, but no one will under-rate them.

Then there is likeable, serious Morlan Visel from Southern California with *Hurricane IV*. He will be here for the race. Unless he has made changes in *Hurricane* she won't be first on past performance. Always a popular competitor, she will be well received.

Dan J. Murphy of Philadelphia had all the tough luck last year. Word is that he has a new boat coming out. Little else has been learned and the

fans will probably have to wait until race day to see what the Shamrock-hued *Dee Jay* will offer.

Straight Mile Record

In 1950, before the Gold Cup in Detroit, *Slo-mo-shun IV* officially raised the mile record to 160.43. There it has stood.

The Detroit boats are asking for the mile course to be set up and ready. They plan a determined assault on the record. In a letter to Jerry Bryant, Gold Cup chairman for 1952, Jack Schafer writes that he wants the course and expects to raise the record with *Such Crust III*, that several other boats can raise it and includes the *Slo-mo-shuns*. In the meantime, it seems almost certain, whether the record is broken or not, Sayres will send his fastest *Slo-mo-shun* out in an attempt to raise his own mark.

The course will be set up on the east side of Mercer Island and on August 11, 12, 13 and 14 all officials necessary will be on hand to clock the attempts of the boats that want to try it. This includes the limited hydros who want to crack existing marks in their divisions.

ly increased interest in all things nautical in the interior of British Columbia."

Dredging of the basin is planned. The present launching ramp will be relocated. Lighting will be installed on the breakwater and moorings. Additional moorings are in the planning stage. Better boatbuilding service for owners is planned in cooperation with the yard, which has been reorganized and is now prepared to build and repair boats up to 40 feet — and a new haulout ways for boats larger than this.

Complete landscaping of the grounds is being accomplished this year. The club lounge may be enlarged and many other grounds facilities improved.

The club is working on a big powerboat regatta to be held late in July in conjunction with the Kelowna International regatta. At the time of this writing this powerboat regatta was still tentative.

Kelowna's Commodore then tells about trailer boating possibilities:

"The possibilities of trailer boating in this beautiful part of B.C. is only being explored, and there is a wealth of cruising ground with excellent fishing available to those who are finding out the pleasures of trail-boating." Woods Lake and Kalamalka Lake are close by, and are large bodies of good fishing and camping water. Shushwap Lake, about 60 miles to the north, offers unparalleled cruising ground in North America, as far as fresh water is concerned, and at the right time of year the fishing attracts anglers from all the Pacific Northwest. This lake has over 1,000 miles of shoreline, with its upper arms reaching into primitive and breath-taking valleys of beauty. Glaciers may be seen high up in the surrounding mountains, and altogether, two weeks spent in cruising this large lake is an unforgettable experience. Full information on these lakes as well as the home lake of the club will be gladly made available to anyone interested in writing. Please address your letters to the Secretary."

The officers of the club are as follows: Commodore, Dr. Gordon Wilson; vice commodore, W. J. "Jud" Ribelin; rear commodore, Darby L. Hayes; secretary, John Parsons; treasurer, Sydney V. Hubble; fleet captain, Kenneth Carlson, Lt. R.C. N.V.R.; fleet surgeon, Dr. Don W. Lim; judge advocate, Humphrey Blake; port captain, Jack Chambers; directors Vic Gregory, John Godfrey, Jimmy Hume, Sam Turri, George Porter, Steve Neale; and member from Ladies Auxiliary, Mrs. "Dot" Ribelin, chairman.

Kelowna Plans Biggest Boating Year and Invites All

"A very active program is planned for the Kelowna Yacht Club," writes Dr. Gordon Wilson, Commodore for 1952.

Kelowna, British Columbia, is on Lake Okanagan across the border almost due north from the Grand Coulee country of the State of Washington.

Boating is on the grow and Dr. Wilson writes of the formation of the Vernon Yacht Club situated 30 miles up the lake from Kelowna. It is planned to have several interclub cruises, with Vernon, during the season.

"It is hoped that other clubs will be formed in towns on the Lake to participate in these events," says the Commodore. "Club cruising will be a new innovation this year in which Sunday or overnight cruises will be arranged for the members. Those owning boats will sign up their boats for each cruise they can undertake, and non-boat owners will likewise sign up for the cruise, to the limit of

capacity of the boats available. Expenses will be shared. Each group will be responsible for their own food supplies. On overnight cruising, tents will be taken along for shoreside camping, to accommodate the cruising members, and the entertainment committee will be responsible for events and refreshments. It is hoped these will stimulate interest in boating on the part of interested non-boat owners."

Commodore Wilson comments further: "The Yacht Club is fortunate to have a most active and enthusiastic Ladies Auxiliary, which has its own elected officers and holds regular meeting at the clubhouse. It is very much more than a social group. Dances are sponsored by this group, as well as teas, home-cooking sales, and catering to Yacht Club parties.

"From the above, you will see that this enthusiastic group of boat owners and supporters has become an active close knit organization, whose progress should be reflected in great-



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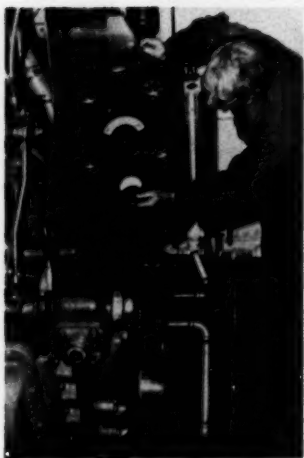
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Hopton Now Handles Marine Equipment Lines

Charles E. Hopton who for many years operated a boat landing in Long Beach harbor, is back in the marine business again after a spell at running his own airport. The well known big-game angler has a brokerage at Newport Beach, with space at Bos'n's Locker formerly occupied by Wendell C. Calkins, naval architect, now back in the navy. Charley Hopton, among other activities is representing Paul W. Hiller, Wilmington, with marine equipment lines, such as Kidde Fire systems, Godfrey corrosion collars, Sperry controls, Ideal Windless, Olympic and Neptune ranges, etc.

✻ ✻

Boardman & Flower, well known San Francisco marine supply and equipment firm, have been appointed dealers for Scott-Atwater and Mercury outboard motors. The company has a complete stock of motors and parts and has a well equipped shop for motor repairs.

Evinrude Officials Hold Coast Meetings

Evinrude Motors officials, from Milwaukee, Wis., held sales meetings with dealer and distributor organizations along the Pacific Coast during April.

The factory traveling-party consisted of W. C. Scott, vice-president and general manager; W. J. Webb, director of sales; Hugo Biersach, advertising manager; Harris Ewald, chief engineer; F. J. Bammann, service manager; N. L. Telander, account executive for Cramer-Krasselt Co.; H. F. Larson, sales manager.

Meetings were held at Los Angeles with local dealers and those from surrounding cities. At Seattle the party met with Bryant's Marina and its dealers. A meeting at Salt Lake City included dealers from Spokane and from Idaho. Jerry Bryant, Bryant's Marina, attended the Salt Lake City meeting.

The first shipments of the new 3-hp. Evinrude "Lightwin" outboard motor

are being sent to dealers, it was announced by W. J. Webb, director of sales.

"Initial production is being used to supply Evinrude dealers and distributors with sample motors," Mr. Webb said. "After they have been supplied, 'Lightwin' shipments will be made according to allocation schedules."

The volume of production will depend on availability of materials, Webb said. There is now a substantial backorder for all Evinrude motors, he revealed.

✻ ✻

The Port of Oakland has taken delivery from the U. S. Maritime Administration of two relics, the ship's bell of Jack London's *Snark*, and a commemorative plaque from the Liberty ship *Jack London*, built during World War II. Both relics were accepted by A. H. Abel, Port Manager and Chief Engineer of the Port of Oakland. They will be exhibited in Jack London Square as soon as the development work is completed.



Evinrude officials and dealers attending the Los Angeles meeting at the Biltmore Hotel included: Top - from left, W. C. Scott, vice-president and general manager of Evinrude; W. J. Webb, director of sales; Hugo Biersach, advertising manager; and Harris Ewald, chief engineer. Center - left to right, Fred Malig, Southern California manager; F. J. Bammann, service manager; N. L. Telander, account executive, Cramer-Krasselt Co., advertising agency; H. F. Larson, sales manager; Edw. Scheier, Nevada. Bottom left, Joe DeSouza, Nuttall-Stryke, San Diego; M. L. Tedford, Tedford Boat Service, Santa Monica; and Joe Carver, Carver Craft, Costa Mesa.



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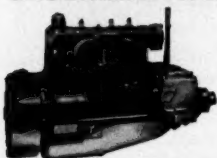
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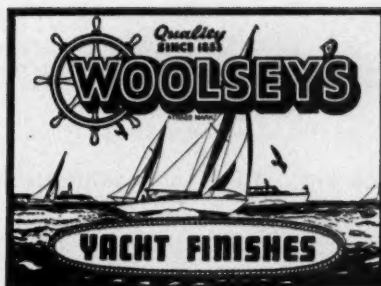
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Chrysler Moves Engine Plant

Complete facilities for manufacture and test of marine and industrial engines has been installed in Chrysler Corporation's new engine plant at Trenton, Mich., H. L. Weckler, vice president and general manager, announced.

The 384 productive machines and engine assembly conveyors, plus plant engineering equipment, were transferred from the company's Chrysler-Jefferson plant in Detroit, Mr. Weckler said.

The transfer has taken about two months to complete. The marine and industrial engines to be manufactured at Trenton comprise a complete line of power plants for a wide variety of purposes.

Caterpillar Appoints New Engine Sales Representative

Appointment of W. A. Spitzer as western division engine sales representative for Caterpillar Tractor Co. is announced.

Headquartering in San Leandro, Calif., Spitzer will work with Caterpillar distributors throughout the west, assisting them in a technical capacity in the application and installation of Caterpillar diesel engines.



The first two weeks of San Diego's famous Yellowtail Derby brought Martin "75" outboards to the first two winners in the weekly contests: left is John J. Gritz Jr., who caught a 48 lb., 12 oz. yellowtail; in the middle is Bill Glaser of Gill Glaser Sporting Goods who presented the motor to Gritz and to T. Maloney, right, who caught a 36-lb. yellowtail. The Derby began in April and will continue throughout the summer. At its conclusion there will be a Grand Prize winner.

§ §

Charles Willits has sold his Willits Yacht & Marine Engine Works on the Byron Street mole, Point Loma, San Diego, to Carl Eichenlaub, builder of 8-foot sabots. The firm has a sub-dealership of Nordberg and Chris-Craft engines, under H. G. McKinney

Company, Southern California distributors, Wilmington. The new owner plans to retain the present name. He will install a ways capable of hauling out vessels up to 50 ft. in length, and he'll retain the original firm name.

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New Coast Guard Registration Procedure

Over 18,000 small boat owners of Washington, Idaho, and Montana with craft sixteen feet long or less have been asked by the Coast Guard to turn in boat registration certificates unless it is equipped with a fixed engine. The certificates will be cancelled and returned to serve as proof of ownership.

The Coast Guard originally registered these boats in 1938 by assigning them the familiar bow numbers, issuing certificates to the owners, and holding all original ownership papers in its files.

The program having been dropped in 1947 it is planned to destroy the original papers this month unless called for; the cancelled certificates being sufficient to show ownership.

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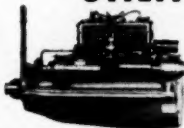
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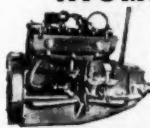
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